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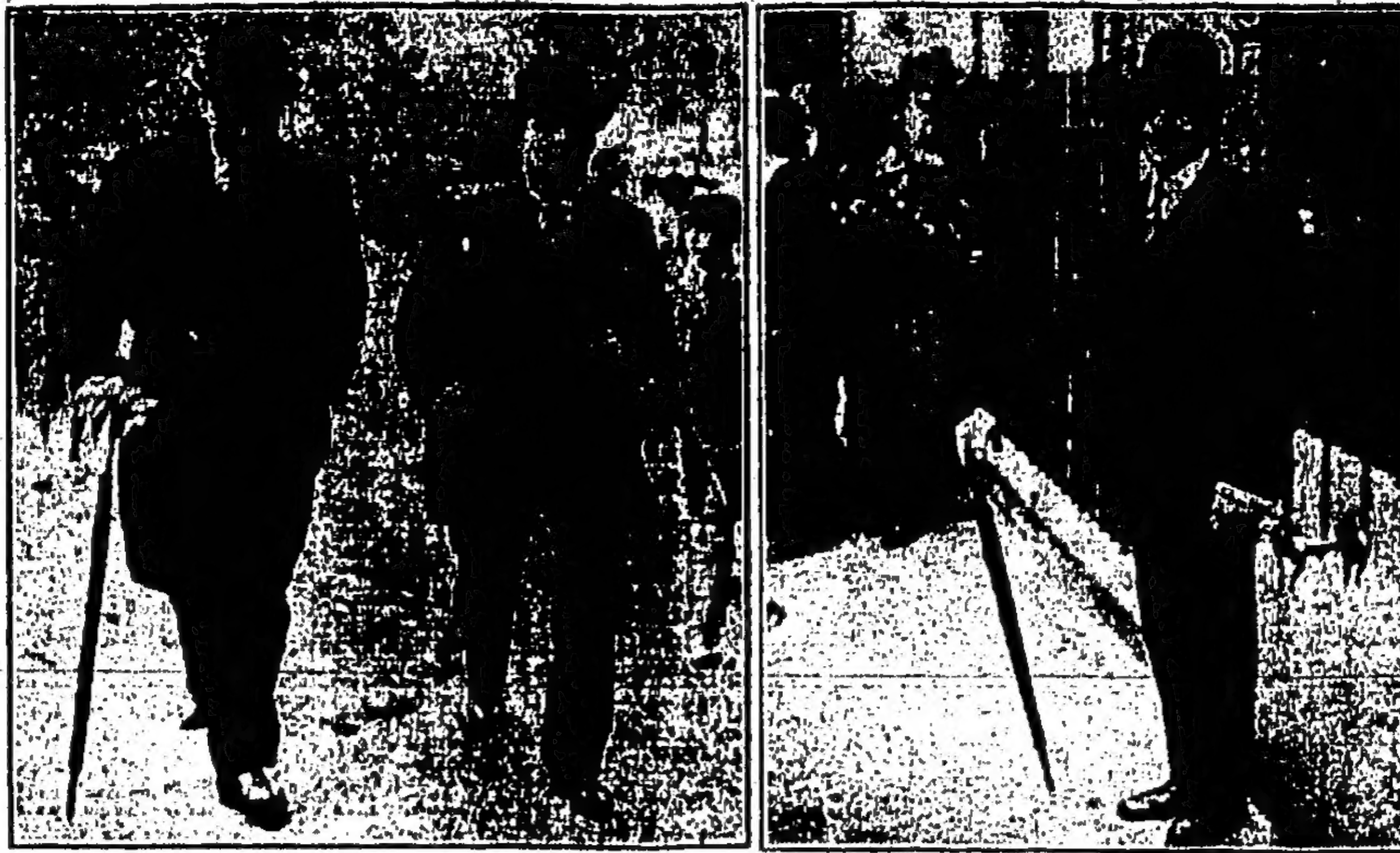
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AT THE HEIGHT OF THE CRISIS IN BRITAIN.



Mr. Stanley Baldwin crossing the Horse Guards Parade after his visit to Buckingham Palace. With him is Mr. J. C. Davidson.
Sir Herbert Samuel at No. 10 Downing Street. He represented the Liberal Party at the conference after the Cabinet had resigned.

**SEQUEL TO A LARGE
OPIUM HAUL.**

**A SAMPAK WOMAN SENT
TO PRISON.**

The big haul of opium made by Sergeant Jessop, of the Water Police, over the week-end had a sequel at the Kowloon Magistracy before Mr. Fraser yesterday afternoon, when Pang Yung-tai, 31, the mistress of passenger-boat No. B2128, was charged, together with four boatmen, with the unlawful possession of 5,065 taels of non-government prepared opium.

Detective-Inspector Elston was for the prosecution. Mr. H. C. Lee appeared for the defendants and pleaded "Not Guilty."

Outlining the case, Inspector Elston said that acting on information received, Sergeant Jessop stopped a sampak, of which the first defendant was the mistress, in the Central Fairway at 5.30 a.m. on September 12. Two suit-cases were found on the boat, and when these were later opened, they were found to contain opium.

Evidence was given by Sergeant Jessop of intercepting the sampak in the Central Fairway as it was making for a German vessel. When witness asked about the suit-cases, the first defendant stated that she had been given 60 cents by a man to take them to a German steamer. On being further questioned by witness, she said she had been given 80 cents. Later she reverted to her first statement that she had been given 60 cents for the job. Witness arrested the crew of the sampak, five in all, and took the suit-cases into custody also. At the Water Police Station, he handed the suit-cases to a superior officer to be opened.

Li Hong, W. 156, a seaman attached to the Water Police Station, who was on duty together with the last witness at the time of the incident, corroborated Sergeant Jessop's evidence.

Evidence was also given by Inspector Elston himself of opening the suit-cases and finding them to contain opium.

Grounds for Leniency.

At this stage, Mr. Lee asked permission to withdraw his plea of "Not Guilty" on behalf of the first defendant, and to substitute it with a plea of "Guilty." Under the circumstances, he said, it was almost impossible for the defendant to bring evidence to substantiate her statement that the suit-cases had been handed over to her by a man. The onus was on her to show that

she did not know that the opium was inside the suit-cases. The evidence given by the prosecution was all against her, but no evidence at all had been given against the four men in the dock, and Mr. Lee would ask his Worship to discharge them. He would plead guilty on behalf of the first defendant and, if his Worship would hear him, he would attempt to show extenuating circumstances and would ask for leniency.

His Worship convicted the first defendant but discharged the others.

Mr. Lee said, "I am asking your Worship to take a not too severe view of the case against this poor woman. I am instructed to say that she was met by a person early that morning who asked her to take the baggage to a German ship. This person said he himself would not go on the sampak but would follow in a motor-boat. He had to go back to his house as he had forgotten to bring something."

"The defendant's husband died at the end of last year. She has four children, the eldest of whom is only 10, and the youngest is still an infant, being nine months old. If she is sent to prison for any length of time, her children will have nobody to look after them."

"She had no knowledge that the suit-cases contained opium, and that being so, she would not have been convicted but for the state of the law."

His Worship, -- Unfortunately, the present state of the law requires the woman to prove that she had no knowledge of the opium being in the suit-cases.

Mr. Lee, -- She cannot prove that, and at any rate, I am asking your Worship not to be too hard on the woman.

Fining Uneasy.

His Worship (to defendant). -- Your counsel has very ably asked for leniency on your behalf. He has said everything that could be said, but if there is still anything that you wish to say, I shall be glad to hear it. I understand that you have four children, the eldest of whom is 10 years of age, and the youngest only nine months. Your husband is dead and I understand that they will have no means of support if you are sent to prison. However, I cannot take that into consideration, as the amount of opium involved is very big.

To Mr. Lee, his Worship said: "It seems silly to impose a fine in this case, as any fine that I impose will be beyond the means of this woman."

His Worship sentenced her to one year's imprisonment, making an order for the confiscation of the sampak and the contraband seized.

**REGULATING LOCAL
TRANSPORT.**

**COMMITTEE STUDYING
QUESTION.**

The scheme for the co-ordination of traffic in Hongkong and Kowloon, which was mooted some time ago, promises to take definite shape in the near future.

When enquiries were made by a reporter yesterday, it was learned that the Government had adopted the plan of investigating the whole question of local transport and appointing an official committee to examine the problem and submit a report.

The committee is under the chairmanship of the Hon. Mr. E. R. Halifax, and has now been in operation for about two months. It has been given full powers to work on broad lines, and is devoting its attention to the whole question of transport both on the Island and in Kowloon.

Details of the proposed scheme, however, are under sealed orders, and as yet, the committee has not presented any report.

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Heart of Liane

by MABEL MCCELLIOTT

CHAPTER XXVIII

The fat woman seated herself in the other collapsing chair. Liane watched her fearfully. She could hear the steps of the two men moving down the hall. There was a rumble as of voices arguing and a door closed. She put her hand up to her throat. Her pearls! They were still there. Odd they hadn't been taken when she fainted. What, then, did these men want of her? The fact that they hadn't taken the pearls seemed ominous. They were not, then, ordinary thieves.

The string of precious beads gave her an idea.

The house was very quiet now. The room was quiet except for the unpleasant breathing of the woman called Molly. Liane stared at her, noting the glitter of her porcine eyes. The girl touched the pearls again. Faintly she whispered, "These are worth thousands of dollars. I'll give them to you if you'll let me go."

The woman sat quite still as if she had not heard. Only her eyes glimmered with a faint, greedy light. Then she spoke again. "Poo!," she said. "Thousands of dollars—my eye!"

"Yes, yes," Liane answered eagerly. "They can be all yours, to sell, to do what you want with. Here!" She unclasped the fastening set with a sapphire. She held out the milky strand. "Here," she said, fixing her eyes on the woman who sat immovable as an ugly Chinese idol.

But the other only shook her head. "I daren't," she said hoarsely. She looked furtively at the door. Liane sank back weakly. It was no use trying to tempt the woman. But there must be other ways. She looked about desperately. Two windows there were, both closed and locked. The doorway with the fat woman guarding it. There must be a way!

The girl feigned drowsiness. Slumped in her uncomfortable chair she pretended to nod. The room was warm, the air stale and heavy. The fat woman, after one or two intent glances at the relaxed form, also closed her eyes. Still and alert as any wild animal, Liane crouched in her chair. Presently the regular hum of the woman's breathing resolved itself into snores. She was asleep!

Liane waited a minute, two, five. Then with infinite caution, her head still throbbing, her pulse sounding noisy as an alarm clock, she began softly to creep. Four steps to the door. She had passed her captor! Her heart stood still. The woman stirred ever so faintly. Liane remained quiet as a statue. She waited another endless 60 seconds. Then she began again softly to crawl into the hall. A board creaked ominously under her weight. Tears of frustration rose to her burning eyes. But the fates were with her, and the fat woman snored on.

The house seemed utterly silent. Terror, icy and inescapable, gripped the girl's heart. She was still giddy from her fall. Fearfully she fixed her eyes on the dull face of the slumbering woman. Somewhere in the house a mouse began to gnaw at a partition. The sound struck through the quiet like thunder on a summer night. Liane shivered. But her intent gaze on the countenance of her guard could discover no change there. The woman slipped deeper down in her uncomfortable chair.

Inch by inch the girl began to move again. A board creaked and her cold hand flew to her throat. Nothing now should keep her from that door! Anything, Liane thought hysterically, was better than this grim and horrible room.

She thought of her two captors. Where were they? Lurking just outside, no doubt, waiting to snare her as she ran from the trap they had laid. She refused to believe this. The errand they had dispatched themselves upon must have been an important one. They had thought her ill as well as frightened, and counted on the old woman to guard her easily. With infinite caution Liane took another step. Never, never had she known what anguish there might be in simple motion.

At last, she reached the front door. There was an old-fashioned chain lock. With painstaking care she unlatched it and the door swung quietly on its hinges.

She felt her heart pounding in her throat. Softly she swung the door to, felt her way in her stocking feet, her one silver slipper in her hand, across the splintered porch. Salt air rose gratefully to her nostrils. The unmistakable breath of the south shore marshes was in the wind. Blindly in the dark she began to run. Where she was going, she

knew not. Anything was better than that terrible house and the people in it.

Liane suspected some trick, some barricade. It seemed inconceivable that those men had left the place with only Molly to guard it. They had reckoned, perhaps, without her determination and courage.

Her thin stockings were torn by brambles and barberry. Her hair was disarranged, her face scratched. There was no moon, and for this Liane was grateful. The dark shawl of the woman called Molly, covered the girl's moon-pale frock.

She heard steps running toward her. A man's steps. Determined ones. A voice said, "Whoa, there!" Liane stumbled in her terror and mercifully fainted again.

Meantime the little group back in the clearing pressed on. McHugh, burly in his uniform, Clive, elegant though disheveled in his Bond Street evening clothes, and the girl who had been driving the cheap sedan.

Clive was half frantic with anxiety by this time. He felt that they were following the wrong trail. It seemed lunacy to waste precious moments in questioning this dowdy young woman. They would, Clive felt sure, find the traditions early father waiting behind the door, doubtless with a shotgun. If he had not been so grimly anxious, he might have smiled at the fantastic thought. But he had put himself in the policeman's hands. For the moment there was nothing else to do but pursue this faintest of clues.

They stumbled on, the girl ahead, Clive and McHugh bringing up a close rear. The officer held his gun cocked and ready.

The path wound through scrub oak and underbrush, beneath scurried and leafless trees. It was a mad night. This final madness was only part of the pattern. Clive's mind revolved frantically, like an animal stalking about in a cage. Where was Liane? And how could this girl with the red-rimmed eyes possibly have anything to do with his fiancée's disappearance?

"Softly, now," McHugh warned, as they rounded a jog in the path. A big, bare house loomed into view. Behind drawn shades, here and there, a few lights gleamed.

"You hold her here," the policeman directed. He began to hand Clive his gun. Quicker than a flash the girl flung herself at them both. The gun barked once, a curious muffled sound. McHugh lunged an ugly oath at the girl, whose arms he now had pinioned.

She moaned, "It got me, you ...," and slumped to the ground.

The two men bent low. "Aw, it's only her arm," grunted the policeman.

The girl lay whimpering. McHugh said, "It barely grazed you. Shut up!" To Clive he remarked, "You won't need that now, and began with an astonishing steadiness to move toward the house. Clive, still guarding the prone woman, saw the officer's shadow disappear in a blur of shadows. The girl began the first note of a clear whistle.

Clive put his hand over her mouth. "Stop that!" he ordered. His voice was as harsh as McHugh's. The girl muttered and lay still.

Clive saw McHugh's big bulk for an instant in the oblong of light formed by the opening of a door. McHugh was within for one minute, for two. Then he reappeared, swinging an arm in signal to draw nearer.

"Come on," Clive ordered the prostrate girl. She obeyed, nursing the injured hand with limp fingers. He felt an instant's compunction. Well, after they had found Liane they would take this creature to a doctor.

McHugh motioned them within. The girl moved with lagging steps. The fetid air of the room struck Clive like a blow.

The big man nodded solemnly. "I think we've picked the spot," he said with satisfaction. "I suspected it the minute I saw that girl. She's one of the mob. Must have been out passing the high sign to some of them."

"But what makes you think Miss Barrett is here?" Clive demanded impatiently. He was glancing around the shabby wall. "There's no one around."

McHugh nodded. "But there has been," he insisted. "Look!" He lifted a hand in which a milky string of pearls glowed softly. "Good God!" Clive cried. "They're Liane's and there's blood on them!"

(To be Continued.)

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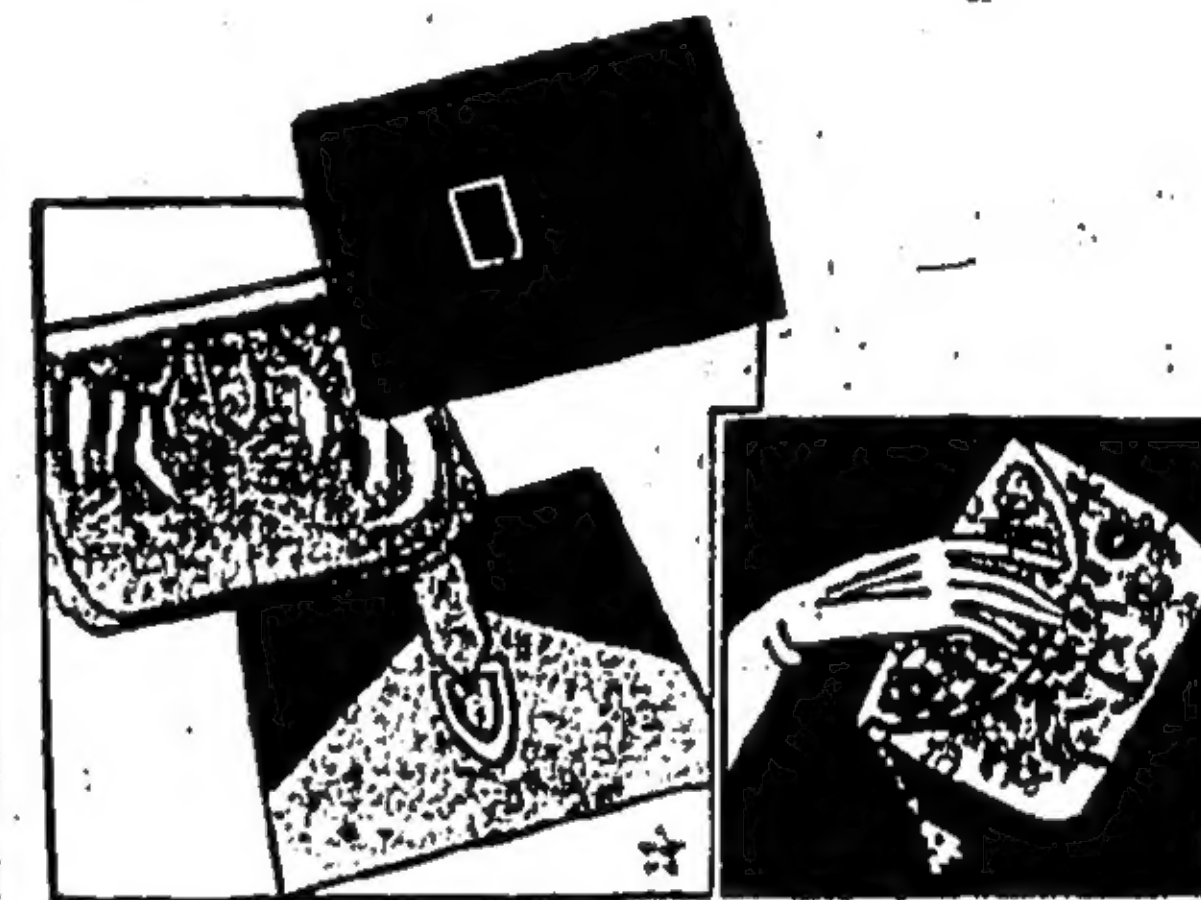
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Applications are invited from British state-registered Nurses for the forthcoming vacancy of Deputy Assistant Matron in the Medical Department of the Kailan Mining Administration. Applicants should be aged 30 to 35 years and preferably have had some experience in training probationers, and in all branches of general nursing. Details of emoluments may be had on application to the Principal Medical Officer, c/o The Kailan Mining Administration, Buxton Hospital, Tung-shan, Hopen, North China.

SITUATIONS WANTED.

ELDERLY European married man, with 30 years experience in the East and U.S.A. retail, restaurant and broking requires POST, with moderate salary. Write Box No. 852, "Hongkong Telegraph."

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HONG KONG ST. ANDREW'S SOCIETY.

THE 50TH ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on Tuesday, 29th September, 1931, at 5.15 p.m., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, 1931, and of electing office-bearers for the ensuing year, etc.

DAVID S. ROBE,
Joint Hon. Secretary.

THE MACAO JOCKEY CLUB.

Invitations for Tenders for Catering at Race Meetings at Macao.

Tenders are invited to supply Filins, Refreshments and Bar service at the Race Course at Macao for the forthcoming Race Meeting to be held at the Area Freta Race Course on Sunday, the 4th October, 1931, and on subsequent Race Meetings.

Applications must be made in sealed envelopes addressed to the Secretary of the Club, c/o Messrs. Percy Smith, Seth & Fleming, 6, Des Voeux Road, Hongkong, and to reach the office not later than Noon on 24th September, 1931. Applications will be opened on that date.

For further particulars apply to the undersigned.

W. L. ALEXANDER,
Secretary.

Hongkong, 17th September, 1931.

UNION CHURCH.

Jordan Road, Kowloon.

A Special Meeting of Members and Adherents will be held on Sunday next, 20th September, 1931, immediately after the Morning Service, to consider a recommendation in regard to the pastorate of the Church.

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(What do I care).
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Carolina
21454 My Melancholy Baby.
Just like a melody etc.
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Teak Hatstand, Glass Cabinet,
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Screen, Table Lamp, Silk Shade,
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CHURCH NOTICES.

To-morrow the Sixteenth Sunday after Trinity. LOCAL SERVICES.

St. John's Cathedral, Hongkong.
20th September, 1931. Sixteenth
Sunday after Trinity. Holy
Communion 8 a.m. Holy Com-
munion (Peak Church) 8 a.m.
Children's Service 10 a.m.
Matins and Sermon 11 a.m.
Preacher: Right Rev. John
Hind, D. D. Bishop in Fulkens.
Holy Communion 12.15 p.m.
Evening 6 p.m. Preacher:
Right Rev. H. W. K. Mowll, D.D.
Bishop of Western China.

Union Church, Kennedy Road.
Sunday, 20th September, 1931.
Morning Service, 11 a.m. Broad-
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Service, 11.15 a.m. Subject:
"Matter." The Sunday School
is held on Sunday Morn-
ing at 10 o'clock. Wednesday
Evening Meeting at 6.00 p.m.
Reading Room at above address
open Tuesday and Friday,
10 a.m. to 12 noon, Monday and
Thursday, 5.30 to 7 p.m. The
Public is cordially invited to
attend the service and visit the
Reading Room. Branch of The
Mother Church, The First
Church of Christ Scientist, in
Boston, Mass. U.S.A.

St. Andrew's Church, Kowloon.
20th September, 1931. Sixteenth
Sunday after Trinity. 8.15 a.m.
Holy Communion. 10.00 a.m.
Young People's Service. Primary
Sunday School. 11.00 a.m.
Service for Scouts and Guides.
Preacher, Rev. G. T. Waldegrave,
M.A. 6.00 p.m. Evening Prayer
and Sermon. Preacher, Right
Rev. J. Curtis, D. D. Bishop in
Chekiang.

Wesleyan Methodist Church, Wan-
chai, (Opposite Royal Naval
Hospital, Queen's Road, East).
Sunday, 20th September, 1931.
Morning Service: 10.15 a.m.
Evening Worship 6 p.m. Pre-
acher at both Services:—Rev.
E. A. Bastin of Sulchow. At the
Sailors' and Soldiers' Home,
Wanchai, 8.15 p.m. Service
Men's Hour in the Lounge. A
Hearty Welcome to all.

CINEMA SCREENINGS.

NOTES SUPPLIED BY THE THEATRES.

Mr. Clifford Mollison, the musical
comedy actor, makes a most successful
talkie debut in "Almost a Honeymoon,"
the British International talkie of the
present West End stage production
now at the Queen's. He has a nice
sense of movements, speaks well, and
does not forget that active features
are half the battle in film.

A critic writes:—I went to the pri-
vate show somewhat tired, very ill-
tempered, and resigned to seeing just
another talkie of a play. But I de-
clare that I found myself chuckling
the whole time. For there is plenty
to amuse the eye as well as the ear
in this film. Monty Banks directed
the film, and he has got a fine supply
of comic actions into it.

"The Drums of Jeopardy."
Harold MacGrath's novel, "The
Drums of Jeopardy," is the week-end
attraction at the Central Theatre
with Warner Oland, June Cullyer and
Lloyd Hughes featured. The story
is the type calculated to thrill and
terrify. The "drums" of the title
are set with rubies and are hung on
a necklace that was once stolen from
the neck of the wife of the Emperor
of India. Tradition says that a man
has only to hang the necklace about
a woman's throat and she can refuse
him nothing, but, if one of the drums
is detached and sent to a man he will
die within 24 hours. The necklace
has belonged to the Russian royal
family of Petroffs for several genera-
tions, and then it falls into the hands
of one Boris Karlov, whose daughter
was betrayed by one of the Petroff
princes. Of the four men in the
Petroff family, Karlov does not know
which one was responsible for the
death of his daughter, so he sends the
drums—four of them—one by one to
the Petroffs.

How Karlov pursues his vengeance
and the Petroffs, with the aid of an
American secret service agent, play
tag with death, keeps the Harold
MacGrath story moving swiftly and
thrillingly.

"The Drums of Jeopardy" is a tit-
fany production, directed by George
B. Seitz. Besides the featured players
mentioned, the cast includes Wallace
MacDonald, Hale Hamilton, George
Fawcett, Ernest Hilliard, Florence
Lake, Ann Brody, Mischa Auer and
Clara Blandick.

G. 1822 R.

PARTICULARS & CONDITIONS
of the Sale by Public Auction
to be held on Monday, the 21st
day of September, 1931, at 3
p.m., at the Offices of the Public
Works Department, by Order of
His Excellency the Governor, of
one Lot of Crown Land at Wong
Nel Chung, in the Colony of
Hong Kong, for a term of 75
years, with the option of
renewal at a Crown Rent to be
fixed by the Surveyor of His
Majesty the King, for one
further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Register No.	Locality	Boundary Measurements	Contents in sq. feet	Annual Rental	First Price
Inland Lot No. 3309	1199	At the junction of Kowloon Road and Kowloon Street	As per plan.	4,800	\$22	\$22,625

CONSIGNEES' NOTICE.

N. Y. K. LINE
(NIPPON YUSEN KAISHA.)

From EUROPE and STRAITS.

The Motorship, "KATORI MARU,"

having arrived from the above ports,
Consignees of Cargo are hereby in-
formed that their Goods are being
landed and placed at their risk in the
Hongkong and Kowloon Wharf and
Godown Company's Godowns at Kow-
loon, whence delivery may be obtained.
Goods not cleared by the 25th inst.
will be subject to rent.
Damaged packages must be left in
the Godowns for examination by the
Consignees and the Co.'s representa-
tives on any Tuesdays and Fridays,
at 2.30 p.m. within the free storage
period.

All claims must be presented within
ten days of the steamer's arrival
here, after which date they cannot be
recognized.
No claims will be admitted after
the goods have left the Godowns.
No fire insurance has been effected.

NIPPON YUSEN KAISHA,
Hongkong, 18th September, 1931.

POST OFFICE NOTICE

INWARD MAILS.

From
Shanghai and Swatow
Shanghai and Formosa
Manila
U.S.A., Honolulu, Japan and Shang-
hai (San Francisco, 21st August)
Shanghai
Amoy
U.S.A., Honolulu, Japan and Shang-
hai (San Francisco, 28th August)
Shanghai and Amoy
Calcutta and Straits
Japan
Manila
Europe via Suez, (Letters and
Parcels) London, 27th August and
Parcels, 20th August.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier
than the time given below unless otherwise stated, and where mails are
advertised to close at or before 9 a.m. registered and parcel mails are
closed at 5 p.m. on the previous day.

For
Manila
Haiphong
Shanghai, Japan, U.S.A., Canada,
C. and S. America and Europe via
Victoria, B.C., and Europe via
Siberia

Per
Suiyang
Soudan
Pres. Taft
Pres. Fillmore
Kwang Tung
Tilleboet
Pres. Hoover
Tai Yuan
Tilawa
Takada
Emp. of Asia

Date and Time
Shingyo Maru Sat., Sept. 19, 2.00 p.m.
Canton Sat., Sept. 19, 2.00 p.m.

Per
Parcels 21st 1 p.m.
Registration 4.15 p.m.
Letters 5 p.m.
(Due Victoria, B.C., 6th October)

Samshui and Wuchow
Suiyang
Shun Chih
Fochow via Swatow
Manila
Swatow, Amoy and Formosa
Bangkok via Swatow
Amoy
Straits and Calcutta

Per
Chung On Sat., Sept. 19, 4 p.m.
Shun Chih Sat., Sept. 19, 4.30 p.m.
Cheongshing Sat., Sept. 19, 5 p.m.
Pres. Fillmore Sat., Sept. 19, 5 p.m.
Hozan Maru Sun., Sept. 20, 9 a.m.
Kaying Sun., Sept. 20, 9 a.m.
Tjikrang Mon., Sept. 21, 10.30 a.m.
Sui Sang Mon., Sept. 21,
Parcels 21st Noon
Letters 21st 1 p.m.

Swatow
Amoy
Java via Batavia
Swatow, Amoy and Fochow
Shanghai and Europe via Siberia
Manila
Swatow
Sandakan
Straits and Calcutta

Per
Hydrangea Mon., Sept. 21, 3 p.m.
Chinhua Mon., Sept. 21, 3.30 p.m.
Tilleboet Tues., Sept. 22, 10.30 a.m.
Haiching Tues., Sept. 22, 1 p.m.
Cracovia Tues., Sept. 22, 4.30 p.m.
Pres. Hoover Tues., Sept. 22, 4.30 p.m.
Hangsang Wed., Sept. 23, 10.30 a.m.
Hinsang Wed., Sept. 23, 1.30 p.m.
Takada Wed., Sept. 23,
Parcels 4 p.m.
Letters 5 p.m.

Shanghai, Japan, Canada, U.S.A., C.
and S. America and Europe via
Vancouver B.C., and Europe via
Siberia

Emp. of Asia Fri., Sept. 25,
Parcels 24th 5 p.m.
Registration 25th 9.15 a.m.
Letters 26th 10 a.m.
(Due Vancouver B.C., 12th October).

Swatow, Amoy and Fochow
Manila, Australia and New Zealand
via Thursday Island

Per
Atsuta Maru Sat., Sept. 26,
Parcels Sept. 26, 5 p.m.
Registration Sept. 26, 8.45 a.m.
Letters Sept. 26, 9.30 a.m.
(Due Thursday Island 8th October)

*Superscribed Correspondence only.



NEW SEASON'S MILLINERY IN THE NEW SHAPES.

A WIDE VARIETY OF
THE POPULAR COLOURS.

Prices Very Moderate.

FUR TRIMMINGS

By the yard. Excellent Quality.

Ladies' Woollen Suiting Materials

ALSO

A Special Collection of
ty Pret—

HANDBAGS

Fresh from the Makers.

WAITING FOR YOU

AT

LE BEAU

King's Theatre Building,
D'Aguilar Street.



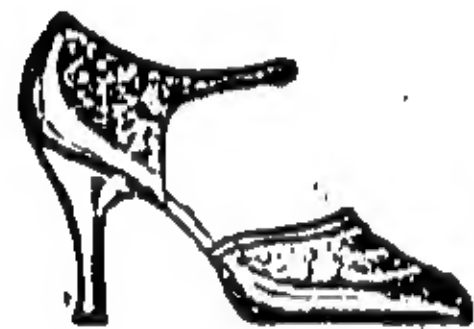
You just add water—seven parts to one of MOLICO—and you have a creamy milk of unquestionable purity. MOLICO—the full cream milk powder—is excellent for all breakfast cereals for it is prepared from the purest milk under the strictest hygienic conditions. Diluted with water it solves the problem of a constant pure milk supply.

No refrigeration necessary.

MOLICO

SCRUTINY

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GORDON'S SHOES WILL PLEASE MORE AND MORE AS THEIR LONG WEARING QUALITIES ARE DISCOVERED.

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RAINCOATS

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\$9.50—\$28.50

LESS

20%

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Paintings from the Life.

Appointments
arranged by

KOMOR & KOMOR.

Paintings Restored.

WOMEN'S WORLD

FOR OUR LADY READERS.

BUCKLING DOWN TO CHIC.



Cut steel buckles appear as an important new note. The same Second Period that has affected hat styles is influencing shoes and other accessories. At the recent Grand Prix in Paris, fancy cut steel buckles on shoes were matched up with similar buckles in belts, on bags, even on the new dip-

over-the-right-eye hats.

Court pumps (we know them as stephans), cut higher than the opera pump, with a large cut-steel buckle poised on the instep, are returning with this Empire trend. Black suede pumps, set off with steel coloured buckles that are cut to look like moccasins, are chic and

new. And the bronze or tan tones, greens and dark wine tones will be the colours of new shoes. If they are pumps, they must have buckles! And if your pumps have buckles, you must have matching fancy cut steel ornaments on the rest of your accessories.

YOUR CHILDREN.

[By Olive Roberts Barton]

On my travels the mother of an eight-year-old girl has asked me how to cure thumb-sucking. I told her what I have said here many times—that I do not know how to do so.

This little girl already showed signs of a receding lower jaw. Without any doubt her teeth were not articulating properly; surfaces were rubbing against surfaces not intended for friction; they will wear out. And at her age this is especially serious because her second teeth are coming in, the last she will ever have. Moreover, wrong jaw conformation has a lot to do with the general health and occasionally with mental vigor. Otherwise bright and pretty, she was one of the most promising of failures.

A Habit to Be Stopped.

Now I said that I did not know what to do for such an unfortunate habit, but there is one thing I should do. I should stop it. I should have stopped it when she was a year old. I should have liked to say to her mother. I may have put mittens on her, or I might have had the doctor recommend some distasteful preparation (harmless of course) to put on the maltreated member. Perhaps I couldn't have cured her in a month, two months or six. But by the time she was two years old she would not have been making a perpetual meal of her thumb. I am sure of that.

I forgot to ask this unhappy lady whether or not her daughter had ever been stuffed with a "pacifier" or a "comforter" when she was a baby; if she ever had that habit there was only one thing left for her to turn to when she had outgrown her baby ways—her thumb.

Both thumbs and pacifiers, by constant pulling, increase the size of the adenoid cells at the back of the nasal passage. "Adenoids" or spongy growths cause illness, ear and throat trouble, loss of appetite and stupidity. Since there has been less popularity of the pacifier, once so ubiquitous, there have been fewer causes of adenoid operation.

Organs May Be Affected.

Tonsils, too, become swollen and irritated from thumb-sucking. In fact, everything about the mouth, throat and nose will suffer if the habit is not stopped.

I never heard of eyes being affected, but it just happens when I think of it that this same mother asked me about the little girl's eyes. They watered a good bit and she squinted just a little. Of course, I suggested examination and glasses, but it seemed that had been tried; the doctor had merely prescribed a lotion instead of glasses. There was no evidence of strain.

There was a lot of sun when we were, and water too. A thought struck me. "Why don't you get her a pair of dark glasses while you are here; children's eyes need protection as well as those of older people." She approved the idea and said she would, but left next day—and I don't know

SANDWICHES—

Savoury and Sweet.

Sardine & Horseradish Sandwiches.

Open a small tin of sardines. Remove as much as possible of the skins, and take out the backbone, drain off the oil, and mash the sardines with a fork. Spread the paste on thin slices of bread and butter, brown or white. Put a very thin layer of grated horseradish, or, if preferred, horseradish sauce, and cover with another slice of bread and butter. These make very tasty sandwiches, which go well.

The sardines done as above with mustard and cress instead of horseradish make good sandwiches. Also, thin slices of ordinary radish on the sardine paste.

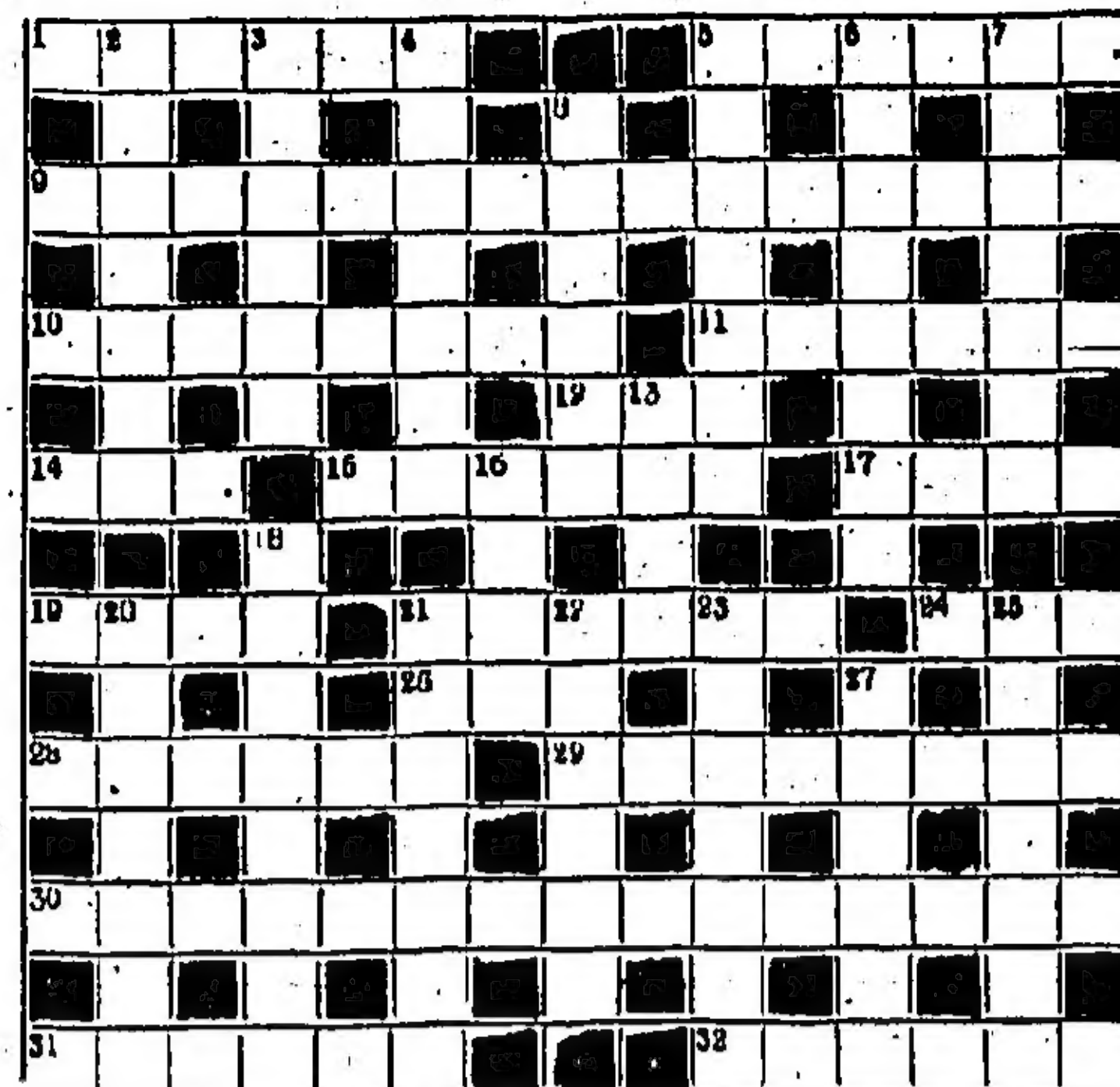
Sweet Sandwiches.

Thin slices of brown bread and butter. Spread with a layer of granulated honey, then a layer of small seedless raisins. These are very nice, and also the brown bread and butter spread with the granulated honey, and a fairly thick layer of ground almonds.

whether my inspiration materialized or not.

I pass it on, however, for what it is worth. Why not dark glasses for children who suffer from the summer-sun?

OUR BRITISH CROSSWORDS.



Across

- 1 Stage equipment.
- 5 "...thy habit as thy purse can buy" (Hamlet).
- 6 Pretentious but insignificant persons (hyphen).
- 10 Though Kew is in it, it is in the Midlands and sounds like injunctions to cook.
- 11 A famous race.
- 12 The two-legged part of a lemur.
- 14 Appears twice in Pall Mall.
- 15 Irish county.
- 17 Isle of the North.
- 19 How to get on in the water.
- 21 Drink someone's health.
- 24 As early as possible in the afternoon.
- 26 On a penny.
- 28 You'll find me on the right side of the sergeant, and on the left too—but it is a last.
- 29 A Shakespearean Princess.
- 30 Lover's Day (three words).
- 31 If you do this with your money, you won't keep it there, any-how!
- 32 Masculine name.

Down

- 2 "Ham Hen" (anag.).
- 3 Appears in 9 across.
- 4 The gods' cup-bearer is inside a place that has no Irish licence.
- 5 Contains matter that is decidedly brainy.
- 6 Keep down.
- 7 A crime that sounds more

- 8 Fast disappearing from the wayside inns.
- 13 Faculty in a doctor.
- 16 Such a thing loose connotes something wrong in the 6 down.
- 18 Sacrifice.
- 20 Familiar way of referring to a noted present-day statesman.
- 21 The sixth thinks he is nearly faultless.
- 23 House.
- 25 French river.
- 26 Over fifty in the year.
- 27 Musical comedy favourite.

Yesterday's Solution.

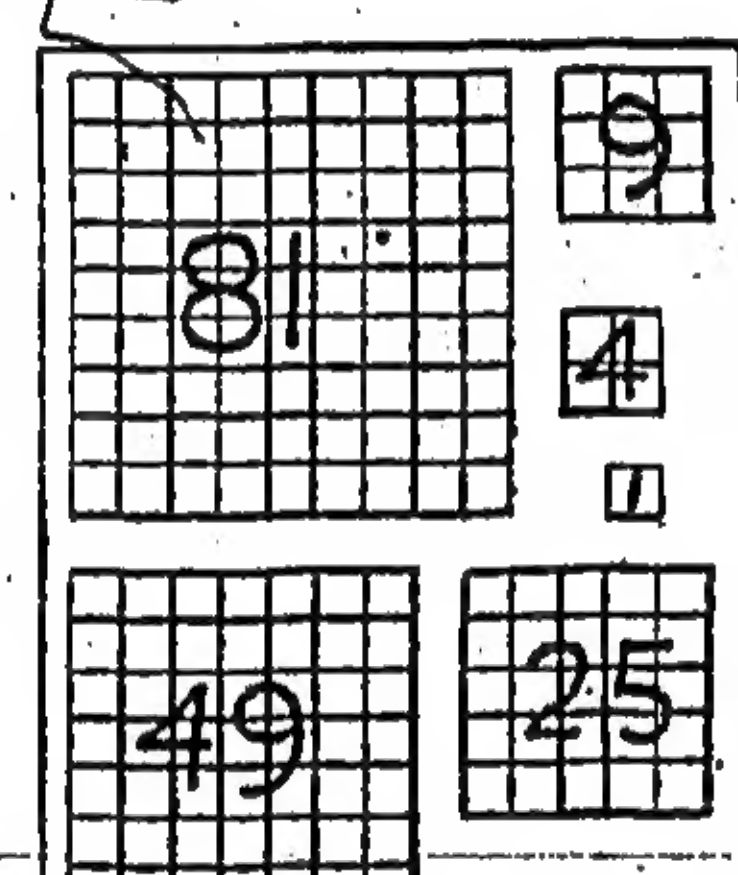
DETENTION M C A
M I L I T A R Y
A B S T R A C T I O N I N G
I H S M L A S C A R
S E V E R E A G A I N E
M E D I C B E L O N G
S H I L L E E N A
U N M A N L Y B L A T A N T
P U T T E R E N D O W C
O T T R I C H A S H B I N
K E E L E I P O O T
T R I C K C U P B O A R D
E V E N T S I L L O C
R E U S R E V E R S I N G

STICKLERS

E U I T E
V R F S V
E O D E R
R O B S E
Y G O Y D

If you start at the right letter in the above diagram and trace in the proper order, from one letter to another, until all are included, you can spell out a simple sentence of five words.

Yesterday's Solution.



Six smaller boards may be formed from the big board of 169 squares. Each of the smaller boards is square and no two contain the same number of squares, as shown above.

MASSAGE HALL
MRS. S. UZUNOYE
67, Queen's Road Co., 2nd floor,
Expert Masseuse.

WANTED AT ONCE

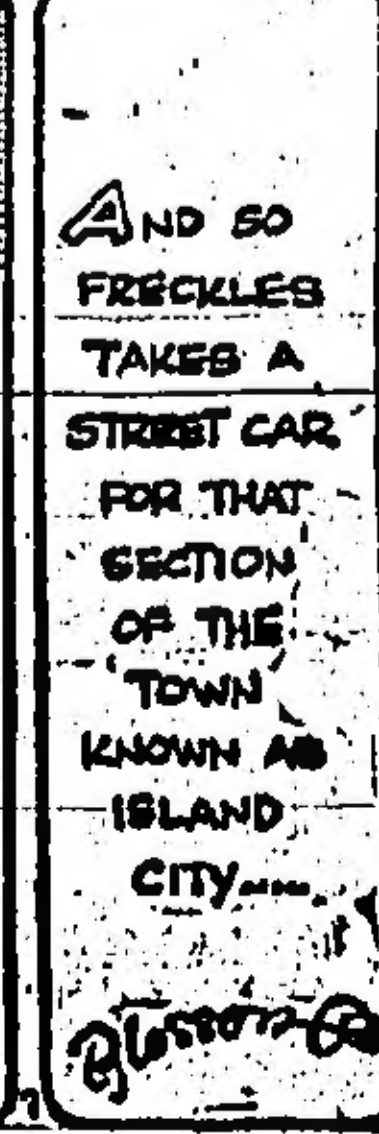
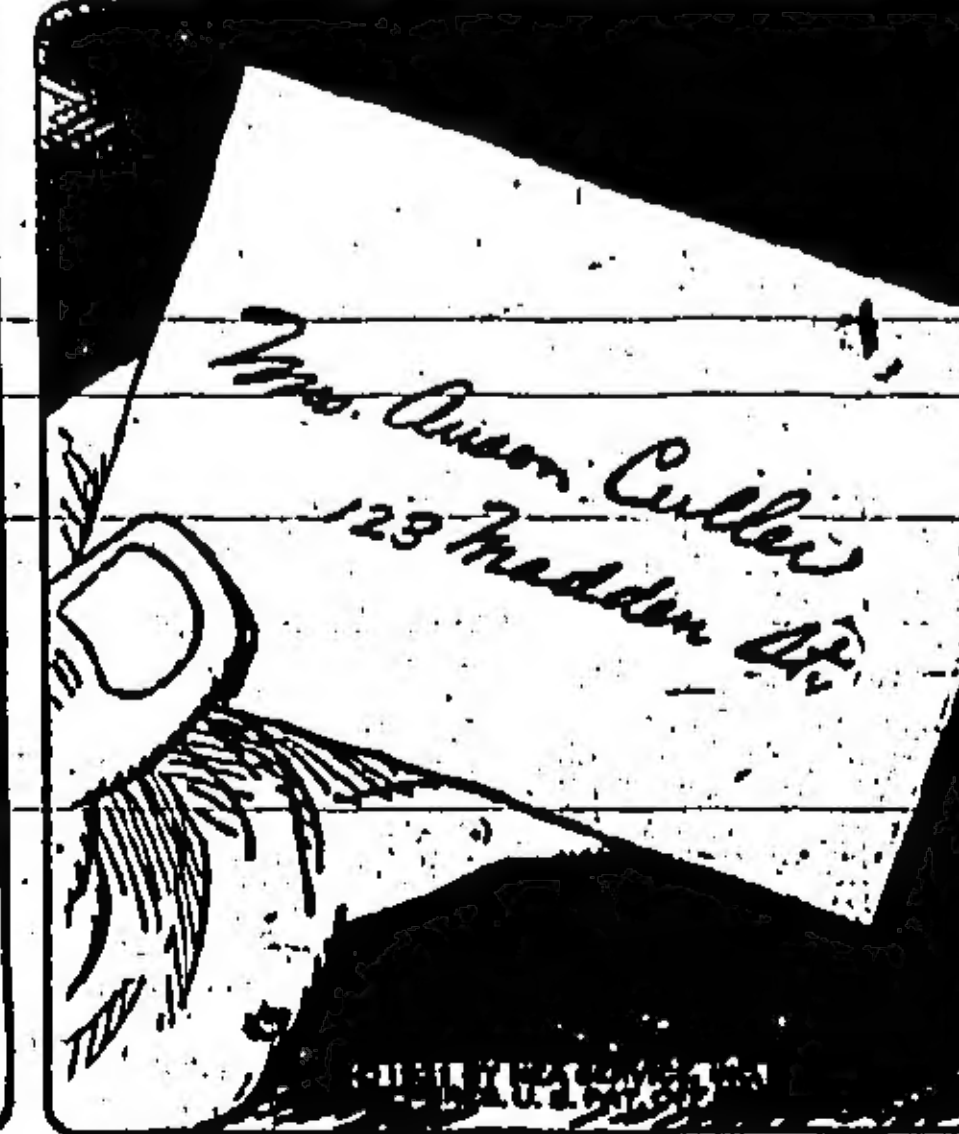
MEN'S AND BOYS' CLOTHING, SHOES, HATS, ETC.,

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HONGKONG BENEVOLENT SOCIETY
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Mondays and Thursdays
from 10.30 a.m. to 12.00 noon.

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It is the ONE reliable hair preparation. It does remove DANDRUFF—and it does more. It stimulates the HAIR ROOTS, heals scalp irritation, and leaves the hair Soft, Lustrous and Full of Life.

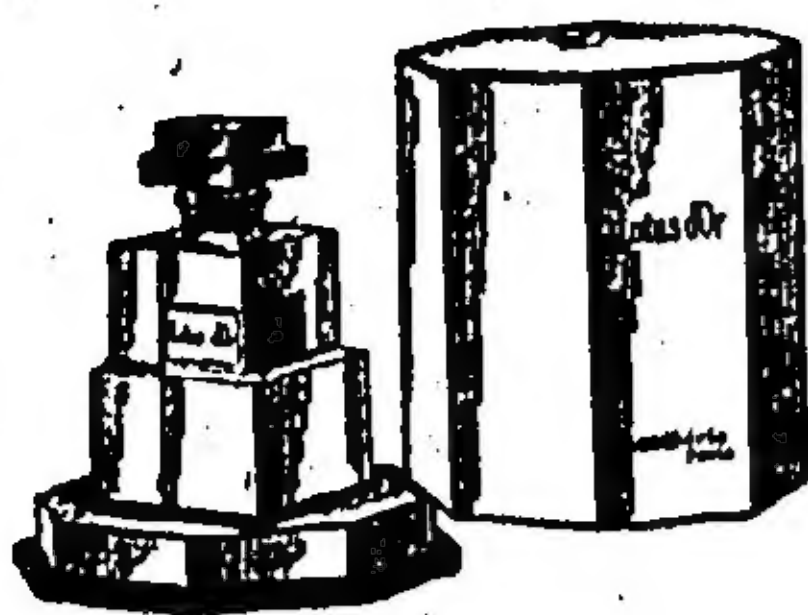
Take care of your hair while you've got it. Start with Fletcher's Hair Tonic today.

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Game to the Gore!

By Blosser



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MONTANA BROWN—WITH
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UPHOLSTERY—TRUNK—
FIRESTONE WHITE SIDE-
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WHEELING SEDAN—REGAL
MODEL—SIX WIRE WHEELS
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GARAGE.

The Hongkong & Shanghai Hotels, Ltd.
Incorporated in Hongkong.
25, Queen's Road C. and Stubbs Road.

A REQUIEM MASS

will be celebrated on Tuesday, the
22nd September, at 8 o'clock a.m.
sharp for the repose of the Soul of
Bruna Celeste D'Almeida e Castro
(Honey) at the Cathedral of the Im-
maculate Conception, Glenelg.

The
Hongkong Telegraph.

SATURDAY, SEPTEMBER 19, 1931.

UNIVERSITY PRODUCTS

We were commenting the other
day on the wastage of effort in
Universities, caused by the poor
material which so often finds its
way to these seats of learning. It
will be interesting, therefore, to
take notice of a complaint recently
made by the Carnegie Foundation,
though not quite on the same
point, regarding the shortcomings
of students after they have gra-
duated. The complaint is that
senior college youths often ap-
proach graduation with a stock
of knowledge that is only a little
larger than that of the average
freshman. It is a complaint that
has often been voiced before. Sup-
posedly educated young men and
women have turned out to be
pitifully ignorant, not only about
the arts and sciences but about
such elementary subjects as gram-
mar, spelling, geography and his-
tory. Never, indeed, have the at-
tainments of colleges and univer-
sities been called into question as
often as in the past decade.

It is, of course, as the Carnegie
Foundation remarks, distressing to
find college graduates who do not
know the meaning of such words
as "inert," "inert" and "im-
merse," and who think that "de-
celivity" and "climate" mean the
same thing; but while we must
agree that such a person is hardly
educated, it would be a mistake to
think that education consists sim-
ply, or even chiefly, of the amas-
sing of a great store of facts.
Primarily, an educated man is a
man who can think things out for
himself—indeed, who not only can,
but does. Education is first of all
the process of teaching him how
to use his brains properly. It is
not supposed to make of him a
storehouse of information. An
educated man is not necessarily a
walking encyclopedia. The one
serious criticism that has been

made of higher education is that
it too often falls in just this re-
spect—it stuffs students with facts
and does not show them the im-
portance of developing their own
mental powers.

Opinions will, and do, differ
concerning the proper mental
equipment with which a young
man should be sent out into the
world. It will vary, of course,
according to the future walk of
life in which he will find himself.
There can be no dead level set;
obviously what is of value to one
may not be to another. We are
not, of course, looking for the
moment at the broader aspect of
education, that is, as something
quite apart from the utilitarian
aspect. Here we enter a field too
large to permit of discussion at the
moment. Let us conclude by
stating that intellectual indepen-
dence and fearlessness, a habit of
mind that examines everything,
represent what the University pro-
duct should have perhaps above
everything else.

The World Crisis.

Notwithstanding a tendency, in
our opinion, to overstate the
gravity of the world industrial
crisis intrinsically, the views of
our correspondent, "X," as out-
lined yesterday are thought-pro-
voking. With much that he has
to say regarding the mismanage-
ment of labour-saving devices, the
wrong uses to which they are being
put from the community view-
point, we find ourselves in com-
plete agreement. He paints an
exceedingly gloomy picture of the
consequences, a complete rupture
of civilisation as we know it to-
day and we would not assert too
dogmatically that all events, that
such prophecies are ill-founded.
However, "Mr. X," commences
with a criticism of our attitude
towards himetallism. He thrusts
it aside as not worthy of consid-
eration, but fails to submit an alter-
native solution to the immediate
problem confronting the nations
of the world. In our view, this
problem is ninety per cent. mon-
etary in character. The gold stan-
dard—which perpetuates the pre-
historic custom of barter—is on
the verge of a breakdown as the
basis of international credit.
There is not enough to go round.
The maldistribution of existing
supplies of the metal has jeopar-
dised the entire credit structure.
Hence we have felt bound to sup-
port the alternative of the double
standard, gold and silver at a
fixed ratio. Our correspondent
regards it as extravagantly opti-
mistic to expect that Europe and
America should deliberately give
a fictitiously enhanced value to an
element which is to stand as a
guarantee for the integrity of real
hard wealth. We could see his
point more clearly if we had his
definition of what constitutes real
hard wealth. In the absence of
such explanation, we must con-
fess that we fail to recognise its
importance in the matter of setting
the wheels of commerce moving
freely once again. To our mind,
the vital point of consideration is
that two-fifths of the world's popu-
lation, and more, have been de-
prived of their purchasing power
by factors entirely outside their
control. Such purchasing powers
can be restored to them, by inter-
national agreement, without creat-
ing a vacancy, to the extent of a
single cent, in the pockets of
those in whose power it is to effect
the transformation. All this,
however, is purely elementary.
Mr. X disagrees, and we should like
to hear his views on the correct
method of curing the world's ills.

SUGAR MARKET.

THE LATEST CABLED
QUOTATIONS.

The following cable at the close
of the sugar market yesterday has
been received by Messrs. Pen-
treath and Co.

London Terminals.

The following cable at the close
March 1932 5/8 1/4 up 1/4 d.
May 1932 5/10 1/4 up 1/4 d.
August 1932 6/1 up 1 d.
December 1931 5/5 1/4 up 1/4 d.

New York Terminals.

March 1932 1.35 up 1 pt.
May 1932 1.41 up 2 pts.
July 1932 1.44 no change.
September 1932 1.51 up 1 pt.
December 1931 1.32 up 1 pt.

DAY BY DAY

WAR IS THE SINK OF ALL INJUS-
TICE.—Fielding.

The Hongkong St. Andrew's Society
advertise that the 50th Annual Gen-
eral Meeting will be held in the City
Hall, on Tuesday, September 29th,
1931, at 5.45 p.m.

Messrs. Lane, Crawford, Ltd., ad-
vertise that owing to the Exchange
Restaurant and Lounges being en-
gaged for a Wedding Reception, the
usual Sunday Tea Dance will be held
at the King's Restaurant.

The forthcoming wedding is an-
nounced by Mr. Werner Leutsch, No.
16, Canton Road, Shanghai, to Miss
Elizabeth Jacoba van Raamsdonk, who
is travelling to Hongkong on board the
m.v. Leverkusen from Amsterdam.

His Excellency the Governor has
under instructions from the Secretary
of State for the Colonies been pleased
to recognise Senator Waldemar de
Souza as Vice-Consul for Brazil
permanently in charge of the
Brazilian Consulate at Hongkong.

Madame and Mlle. Cerveira Albu-
querque leave Hongkong this morning
for Lisbon, sailing by the Fulda at ten
o'clock. Mlle. Albuquerque will not
be returning to Hongkong, as she is
going home for her marriage in
January next, and her future home
will be in Portugal.

The Gazette contains a new regula-
tion the effect of which is to reserve
at all times for the exclusive use of
Government craft the space to the
southward and eastward of the fair-
way from the southern entrance of the
Yau Ma Tei Typhoon Shelter to the piers
or wharves habitually used by the
Yau Ma Tei ferry launches.

The Treasurer of the St. John Am-
bulance Brigade acknowledges with
grateful thanks the receipt of the
following donations to Brigade Funds:
Mr. Wong Sik Kay \$100; Mr. Chau
Yue Ting \$50; Mr. Fu Sik \$20; Mr.
Yung Tso Ming \$20; Mrs. Ho Kom
Tong \$25; Mr. Ken Tat Coy \$20; Mr.
Li Tze Chung \$20; Mr. Lo Chung
Kui \$25.

Under instructions from the
Secretary of State, H.E. the Governor
has appointed Mr. Edwin Taylor to be
Colonial Treasurer, Collector of
Stamp Revenue and Assessor of
Rates, as well as Commissioner to
carry out the provisions of the Estate
Duty Ordinance, in place of Mr. C.
McL. Messer, retired. The appoint-
ment takes effect from June 28th last.

The Offices of the Supreme Court
will be open daily from 10 a.m. to 1
p.m. during the Long Vacation, except
on Public and General Holidays, when
they will be entirely closed, and on
Saturdays, when they will be open
from 10 a.m. to noon, subject however,
to the provisions of section 6 of the
Supreme Court (Vacations) Ordinance,
1928, so far as relates to the Criminal
Sessions. The Long Vacation com-
mences on the 20th instant, and
terminates on the 17th October, (both
days inclusive).

SILVER FUTURES.

THE LATEST CABLED
QUOTATIONS.

Messrs. Penreath and Co. have
been advised by cable of the fol-
lowing quotations for New York
silver futures as at the close of
the market yesterday.
September 1931 27.75 down .23.
December 1931 27.83 down .35.
May 1932 27.96 down .37.



"Oh, we'd better get one this summer. No telling when
we'll be in a larger apartment."

BLACK DIAMONDS.



BY DEXTER H. TEED.

Little black bits of cinder-like
mineral, insignificant appearing as
grate sweepings, are caught by the
downward thrust of a steel tooth.
Relentlessly it crunches, with pres-
sure of 25 tons, and fragments are
sectioned.

And because that has been hap-
pening in a small office high up in
a Manhattan building for 30 years,
thousands of wheels are turning,
chimneys all over the world are
belching smoke, automobiles are
whining over a network of high-
ways—and billion dollar projects
are speeded onward. Boulder Dam
couldn't be built without them.

The cinder-like bits are black dia-
monds, as pure as the brilliant that
sparkle on the bosoms of heiresses.
But theirs is a less glamorous
though more practical destiny, for
they are destined to become the
teeth of drills that cut into earth-
bound minerals, far below earth's
surface.

In that single breaking machine
black diamonds worth \$20,000,000
have been fashioned by Arthur
Bandler, called the "black diamond
king" of America.
As cutting edges for diamond
drills these unimpressive bits—
you wouldn't pick one up if you
saw it on a sidewalk—have un-
covered unguessed mineral de-
posits in all parts of America, and
the world. They are indispensable.
From the time they are washed
from alluvial sands in the
wilds of Brazil until they are play-
ing an essential part for some
giant corporation, they are whole-
ly out of the limelight.

Tougher Than White Stones.

They are used only for commer-
cial purposes. As the white dia-
mond is crystalline, has lines of
cleavage and will therefore crack
it is unsuited for drilling. But
the black diamond, cinder-like
though it may seem, has no lines
of cleavage and thus can stand the
battering when a drill bores down
into rock-ribbed Manhattan or
flinty rock of ore-bearing ranges.

Bandler, who seven years ago
obtained the only diamond con-
cession ever allowed in Bahia,
Brazil, sometimes carries as much
as \$100,000 worth of black dia-
monds in his pockets. He has no



Black diamonds are use-
less to milady as jewels but in-
valuable to industry. They be-
come the teeth of drills after
being shattered by the device
pictured at the top. Below,
Arthur S. Bandler, the "black
diamond king" of America,
tests the quality of one of these
strictly utilitarian stones un-
der the microscope.

fear of robbers, for criminals who
obtained the black bits could never
sell them, as mining and other or-
ganizations buy only from reput-
able firms. They are worthless as
gems.

Once Thrown Away.

Until it was discovered they
were better than white diamonds
for drilling, some 40 years ago,
they were thrown away. But once
that discovery was made, waste
heaps were combed frantically by
industrious natives. Now they
are worth about \$185 a carat, more
than the white diamonds. The
demand exceeds the supply.
The largest black diamond ever
found weighed 8,078 carats and
was as large as a big fist. Bandler,
with his machine, has broken
diamonds as large as 600 carats.
The yearly production is 35,000
carats, worth nearly \$5,000,000.

Secrets of methods of breaking
up diamonds have been guarded
jealously for decades, but Bandler
says now that he sees no reason
for secrecy any more.

Sees High Future.

Looking into the future he pre-
dicts enormously wealthy com-
panies may soon be dis-
covered because of a new utiliza-
tion of black diamonds.
Diamond drills can be trans-
ported to isolated and unexplored
regions by aeroplane and borings
made to locate deposits deep in
the earth. The older method of
sinking a shaft was impractical in
territory far from civilization.
But that is not Bandler's job.
He must conduct his business, di-
rect 1,400 natives in Brazil and
crush out teeth on his machine to
make the drills that probe deep
down in the earth.

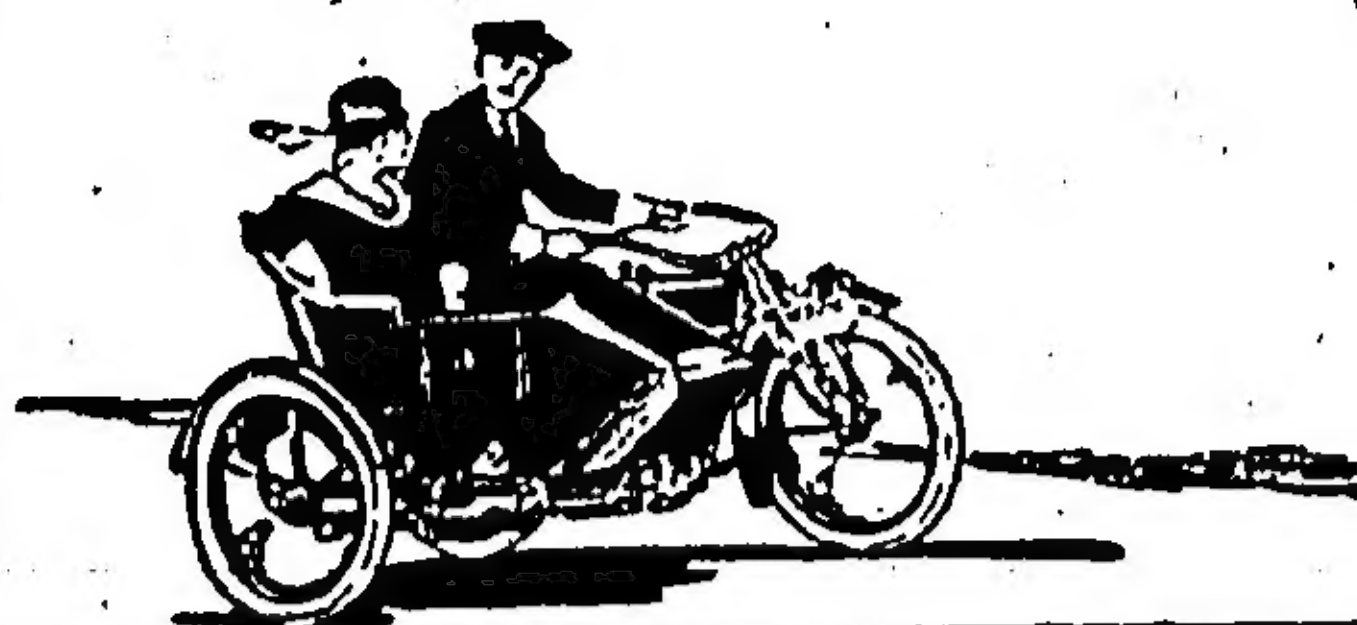
WATER LEVELS.

DETAILS FOR WEST, NORTH
AND EAST RIVERS.

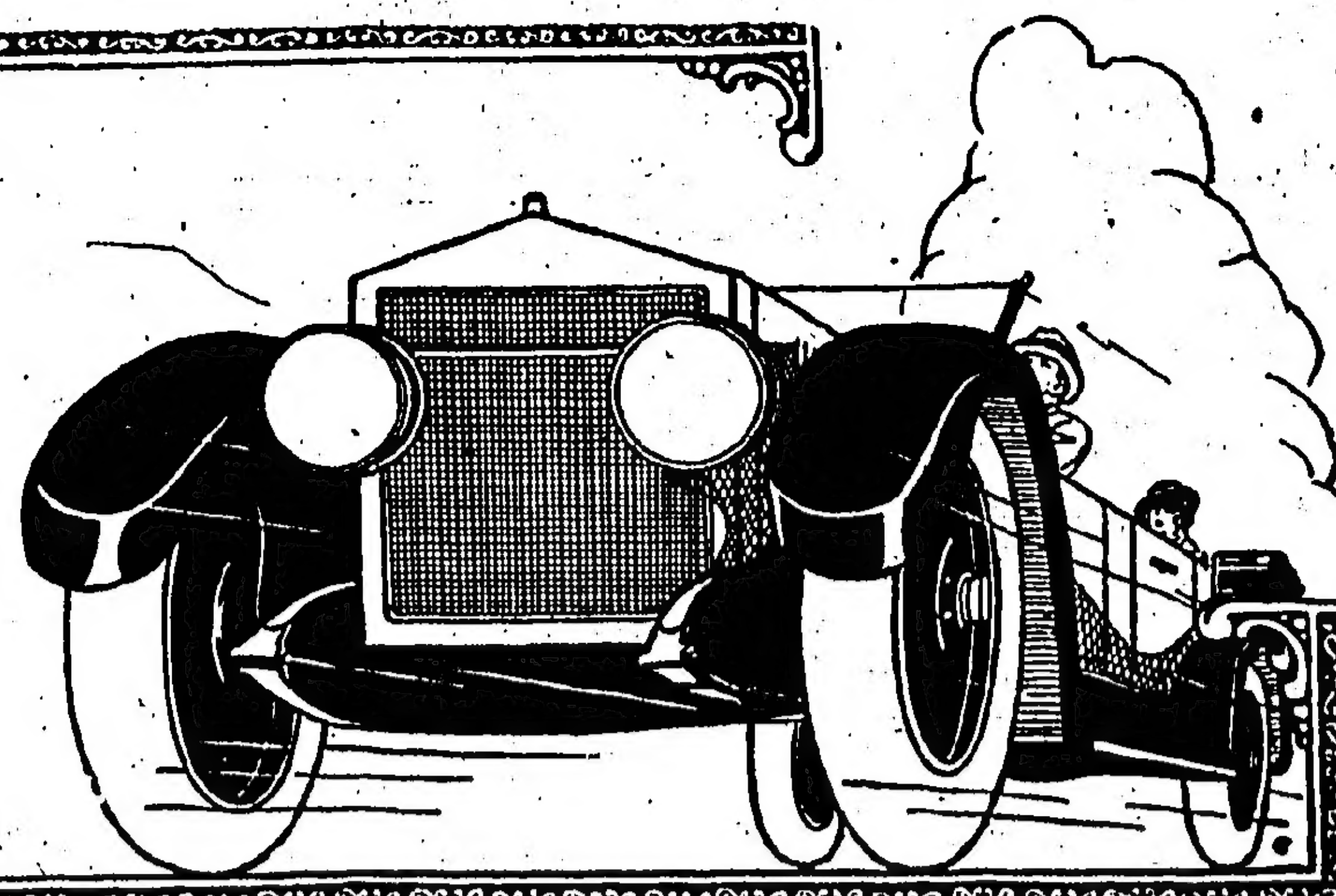
The following table, issued by the
Kwangtung River Conservancy Com-
mission, shows in English feet the
water levels on the West River, North
River and East River on the dates
named:

	Sept. 17.	Sept. 18.
West River at Shihling	12.9	12.9
North River at Samahul	9.2	8.6
North River at Talingyuen	9.8	10.0
East River at Shihling	11.5	10.5
The highest levels recorded are:		
Shihling, 41 feet; Talingyuen, 29.3		
feet; Samahul, 27.8 feet; Shihling,		
12.5 feet.		
The lowest levels on record are:		
minus 5 feet at Samahul and minus		
2.7 feet at Shihling.		

MOTORING SUPPLEMENT



OF
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SATURDAY, SEPTEMBER, 19th, 1931.
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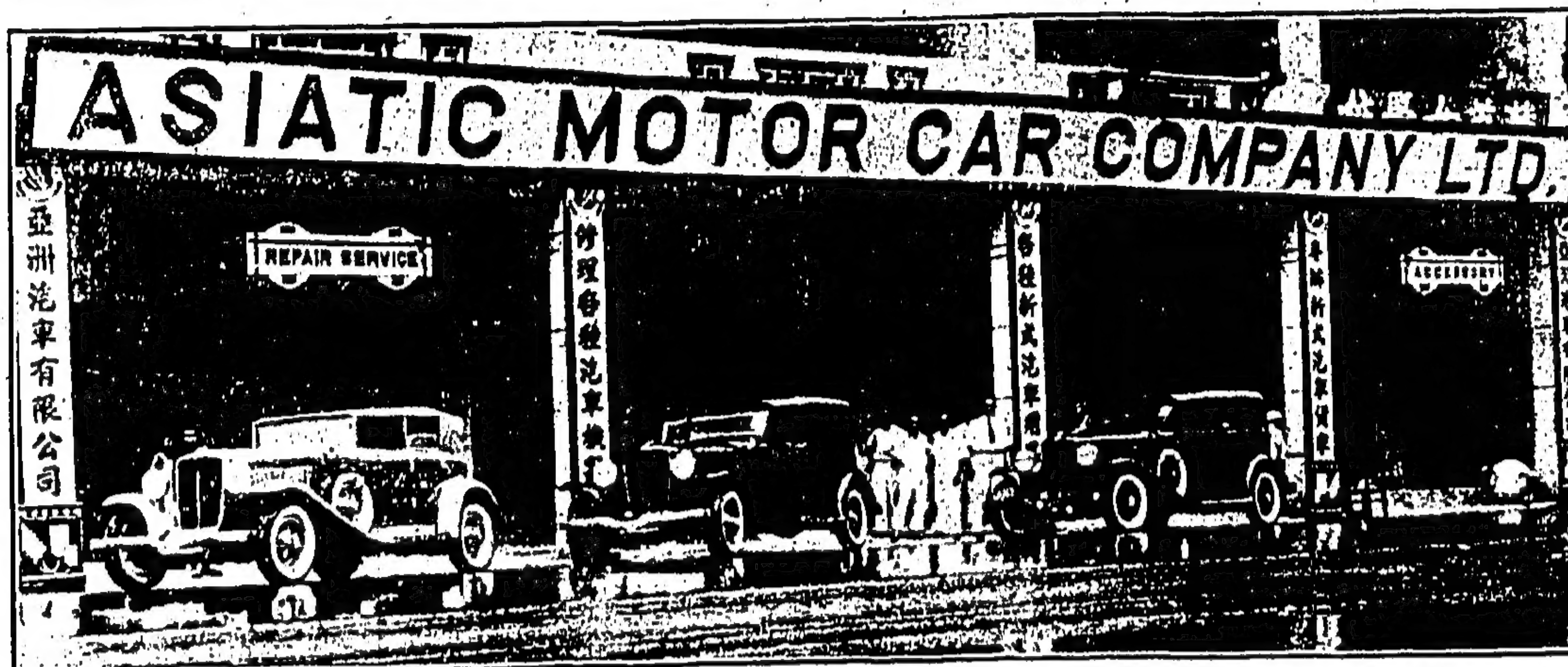
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B. D. EVANS
Hon. Secretary.

C/o "Hongkong Telegraph"

THE HEADQUARTERS OF THE AUBURN CARS IN HONGKONG.



This picture shows the extensive premises of the Asiatic Motor Car Co., Ltd., who are the agents in Hongkong and South China for the "Auburn" cars. Three of the latest models are shown outside the showrooms. It is interesting to note that for the first six months of this year (according to the *Automotive Daily News*), "Auburn" cars registered the greatest increase in registration figures in the United States. Local motorists have expressed themselves as amazed at the value offered. (Photo Mee Cheung).

CURRENT COMMENT

Pedder Street.

There is certainly a large number of local residents who are of the opinion that Pedder Street is wasted now that parking is prohibited, and from observation since the new rule came into force, it does appear that some use might be made of part of the thoroughfare. A suggestion has been made to us which is worth considering. For it aims at establishing a single rank of taxis, end to end, so divided that half of the rank would head towards Des Voeux Road, and the other half in the direction of Queen's Road. Under such a system, there would be ample room for passing traffic, while the inconvenience of having to cross over by the beacon for a taxi would be eliminated. People desiring to take a vehicle in the direction of Queen's Road, would go to that end of the rank, and the same procedure would apply for Des Voeux Road passengers. This would make available for private parking, the space at present occupied by the taxis opposite the Post Office.

Direction Needed.

Posting Indian traffic police on various parts of the Peak is, or should be, quite useful, providing that the officers on duty display a certain amount of common-sense. The other morning, several cars were turning at a certain place, and the Indian constable on duty stood by watching. From higher up the road, the horn of an approaching car sounded, and instead of stepping out to warn the oncoming vehicle to slacken speed, the constable mechanically raised his button to signal it on, without the slightest attention being paid to the other vehicles. A most serious smash might easily have occurred.

Queer Museum.

In a little room off Piccadilly is a very queer museum. The exhibits include a crumpled horn (cow) and a crumpled horn (deer), stuffed pheasants, partridge, a duck from Regatta Park and a swan, horse-shoes, stones and a selection of golf balls. The "curator" of the museum is Mr. Reginald Delpech, Sales Director of Triplex Safety Glass Ltd., and the exhibits are objects which have crashed into the windcreens of motor-cars, and have been sent by grateful owners who might have been seriously injured if ordinary glass had been fitted to their cars. Mr. Delpech is proud of his museum.

MENACE OF THE "MY ROAD" DRIVER.

Crawling Cars That will Not Make Way.

[By Chiltern.]

In the last few days I have spent many hours among motorists using the roads to get to their chosen country and seaside resorts, for we are nearing the height of the holiday and touring season.

I noticed motorists with a passiveness I have not seen for years, obviously musing along, nature-loving, seeking a complete change from their normal way of living; others with a restless urge to get on, displaying evidence of a holiday badly needed and nerves out of shape; and between these extremes a solid volume of motorists rarely touching a high speed, yet making a fair average.

I suppose most of this last class would have called their drives "pleasure motoring," but that is not the way I would have described it.

I have never quite seen so much cheerfulness in driving. I do not say it was "dangerous driving" as most people accept the term, but it was unpleasant driving.

The trouble lay not with the speed man or the decent slow driver but with the many hundreds who utterly ignored the great rule of the road, "Keep to the left," and would not give the right of way to anyone who desired to go faster than they.

There has always been a class guilty of this practice, although I fail to understand why it has become so prevalent in the last six months.

Obstruction.

We have, generally speaking, wider roads, many arterial highways taking six lines of traffic thousands of miles of roads broad enough for safe and pleasant travel—twice the number of cars owned in Britain, and yet there has developed a habit which is nothing less than obstruction, and even arterial roads, costing millions of pounds in the last ten years, have become too narrow to cope with the traffic.

The authorities, who know of the troubles as well as I do, have taken no action. There is a law against obstruction. I have criticised bad manners and the dangers of "cutting in" as severely as any motorist, but when careful, experienced drivers cannot average 22 miles an hour on wide roads simply because others will not "keep to the left" but persist in hugging the centre of the road, then one

must admit that the "cutter" in cannot be condemned wholesale.

No motorist has a right by his centre-of-the-road crawling to deny to hundreds of his fellows the right to travel at reasonable speeds, and to hold up the normal traffic flow until people behind lose all patience and decide to get past, no matter what the risk or cost.

There is no shame in crawling or in speeding at the proper time and place, and there would be less discourtesy and more safety if those who desire to travel below the average of their fellows would drive closer to the left hand kerb.

One Taking Space of Two.

It is certain that motor transport, through the prevalence of slow drivers, clinging to the middle of the road, is not receiving the full benefit of arterial roads.

Times innumerable in long drives during the last week, I have seen ultra-slow drivers straddling

the centre of a wide road, one car taking the space of two, making it possible for only one line of traffic to go in either direction.

Because many motorists disregard the rights of others, and roam all over the place, the Great West Road, one of the widest roads anywhere, is becoming one of the most dangerous, and eventually will have to be made into a two-way road.

It may not come in the next five, possibly ten, years, but I am confident that eventually the only solution of the increasing traffic problem will be two-way arterial roads, with slow and high-speed "lanes" marked by broad yellow lines the whole of their length.

Less Litter.

After talking of the discourtesy of the increasing force of crawling, centre-road hugging drivers, I pass to mention the behaviour of other motorists which was as unexpected as it was splendid.

I refer to the parking of the cars of wayside picnicers. In August last year business took me into much the same district, and on main roads and secondary roads stationary vehicles, left at the side of the highway while their passen-

THE PEAK OF ABSURDITY!



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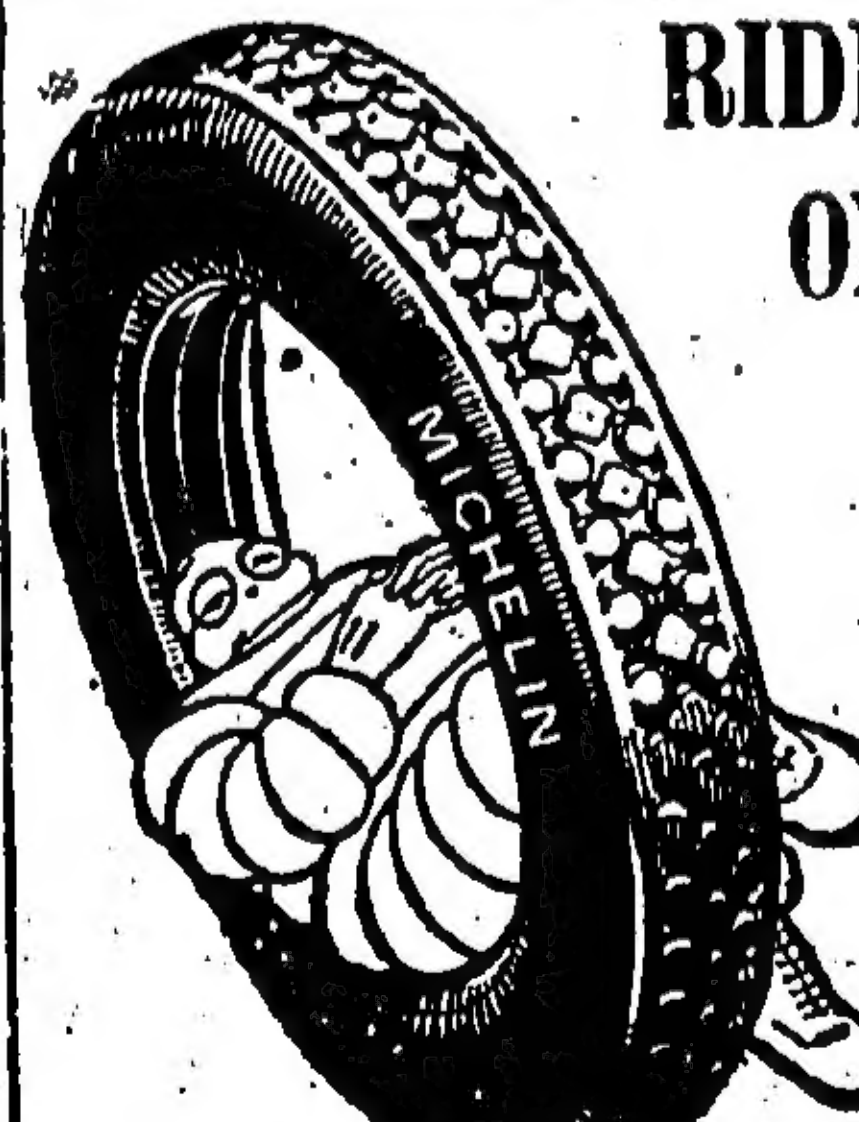
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gore had a meal on the grass, were a general nuisance and danger.

This year, whether the result of the Road Traffic Act or not I do not know, I saw hundreds of parties having meals near the roadway, but not 10 cars had been carelessly drawn in to the side of the road.

Nearly all had been drawn almost completely off the roadway, or

else driven right off the road, a field gateway or similar space being used as a "park."

It was pleasing to see such considerate behaviour for others, for in most cases the driver had had to take a lot of trouble to get his car into his "park" to free the road from an obstruction.

Further, I saw less litter than ever before.

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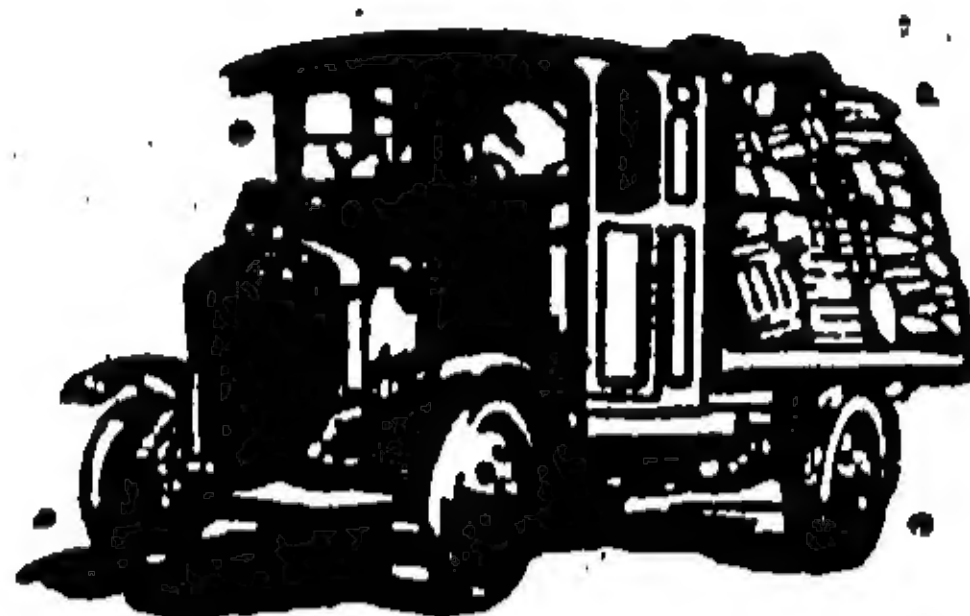
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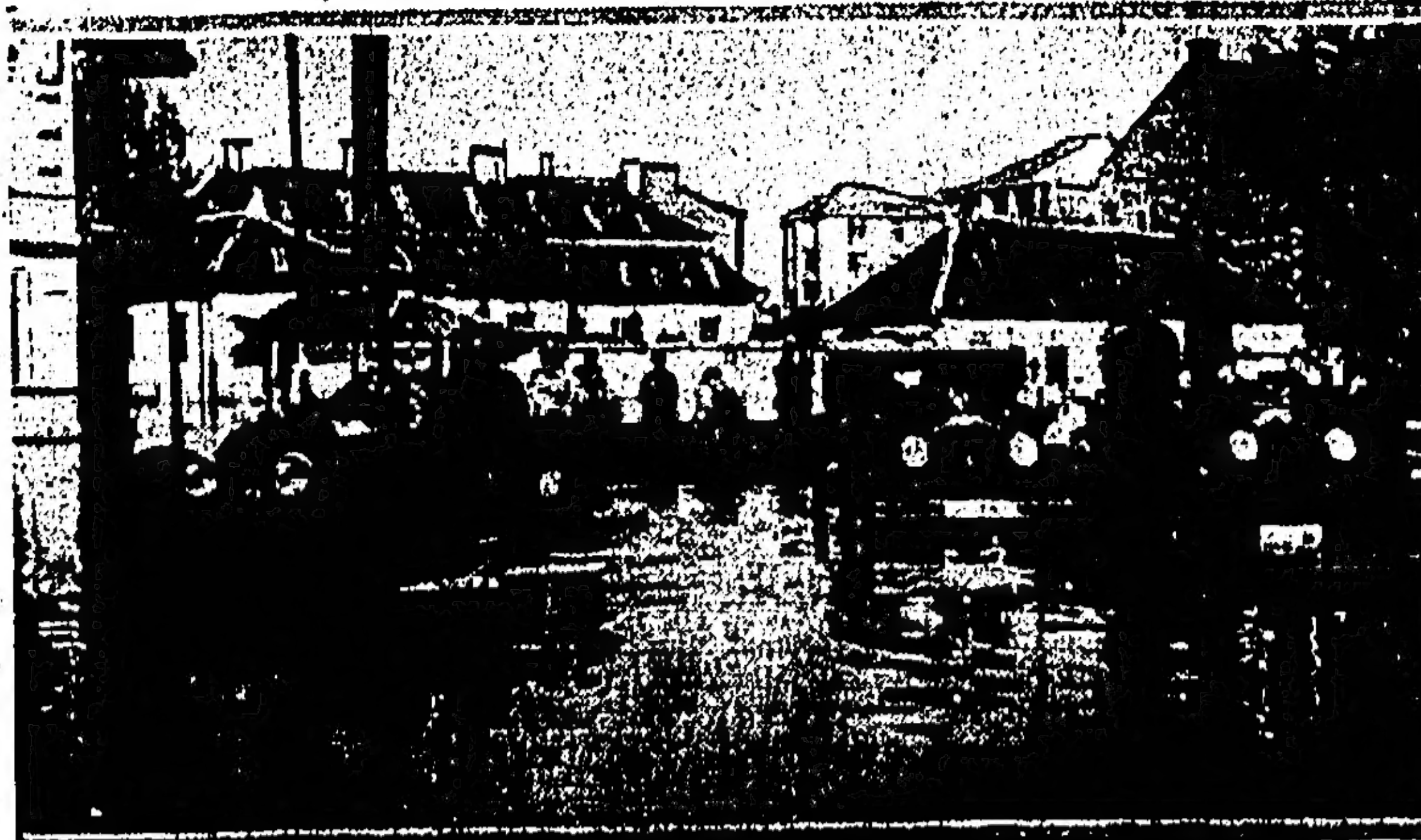
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SPRING FLOODS IN POLAND.



City of Vilna had more than one hundred homes destroyed and nearly two thousand persons made homeless when the Koscherga River overflowed its banks. Two army Buicks and an ancient Cadillac take government officials on a tour of inspection.

FUTURE TRANSPORT

Motoring on Water Under Cities.

[By Jack Frost.]

In a few years' time we shall be speeding to our offices in motor boats at 20 to 30 knots on underground canals leading from the Thames, the Trent, the Mersey, and so forth, having come by the same means of transport along the rivers themselves from our suburban homes!

This is no sudden flight of the imagination, but the serious contribution of a big figure in the motoring world to a discussion on the solution of the traffic problem in London and other congested cities.

I feel it will be more than a few years before this can come to pass, but we are working in the right direction. The co-operation of those responsible for our waterways is urgently desired to develop the transport of passengers from home to office by motorboat.

The Water Taxis.

The London County Council ran steamboat services before the war, but they were not very fast. Parisians in their thousands travel

by this means, and have done for years.

Now two enterprising men have put half a dozen motor-boats "taxis" on the Thames, operating between Chelsea and Westminster, and intend to extend to Tower Bridge. They are being fairly well patronised, but of course their boats hold only a few people each.

Sir Samuel Instone, director of Imperial Airways, has long had a scheme for placing on the river a number of boats holding 30 or 40 people. He is willing to spend money on building new piers, enlarging existing ones, and so on. Only the co-operation of the authorities is required to set such a scheme in motion.

Underground Canals.

My motoring friend goes further than this. He suggests that while such services can commence from Kingston, or even higher up the river, and passengers be picked up all the way down to, say, Gravesend, or even Southend, and vice versa, the journey need not end at Westminster, Blackfriars, London Bridge, or the other business centres.

He suggests the construction of underground canals, electrically lighted, artificially fed with air, and having two or three underground stations between the places where they leave the river and where they enter one of the existing canals.

LONG TRIP.

Motoring to Monte Carlo.

IN ALL-BRITISH CARS.

There is nothing harum-scarum about the venture on which six motorists—four women and two men—who arrived in Sydney from Melbourne recently have set out.

The party, which styles itself the Riley Touring Company, comprises Mr. R. Beaton (Australian representative for Riley cars), Mr. J. P. S. Morice, an Adelaide journalist; Miss Jean Robertson, of Mount Mitchell (Vic.), Miss Kathleen Howell and Miss Joan Richmond, of Melbourne, with Mrs. Chas. Goldham as chaperone.

In three Riley all-British cars their ultimate destination is the Monte Carlo Rally—the Continental reliability race held every year—for which they have spent the last 12 months in preparation.

Speaking about their wardrobes, Mrs. Goldham said they are being very strict. Shorts are taboo, for it is considered, while natives shield their women from the public gaze so carefully, it is not for Australians to lower the prestige of white women.

Mrs. Goldham was smartly but soberly dressed in a grey

CAR'S DASH IN RAIN.

T.T. Lap Record Beaten.

81 MILES AN HOUR.

A dapper little man, in mauve trousers, terra-cotta jumper, multi-coloured scarf and rubber breastplate, who smoked a cigarette when driving at 80 miles an hour, five times beat the lap record (13 3/4 miles) for the Ards circuit recently during practice for the Ulster Tourist Trophy. He then returned to the pits to tell his friends that he was not going very fast as the road was still very wet.

Bent Caracciola.

Nuvolari is probably the best road racing driver in the world. He, Campari, and Borzacchini, represent Italy as drivers of the Alfa-Romeo cars officially entered by the factory. Nuvolari fully lived up to his reputation.

Cars were going round in a continual drizzle, and the constant spray from water pools on the side of the road blinded more than one driver, but speeds were very much higher in all classes.

Nuvolari's best time was 10min. 11 1/2 sec., an average of nearly 81 miles an hour, and 21 seconds faster than Caracciola's record on the giant Mercedes last year.

Nuvolari seems to be a certain winner, but he will not have things all his own way. His stout, smiling compatriot Campari did a lap from a standing start in 10min. 51 sec., an average of more than 75 miles an hour.

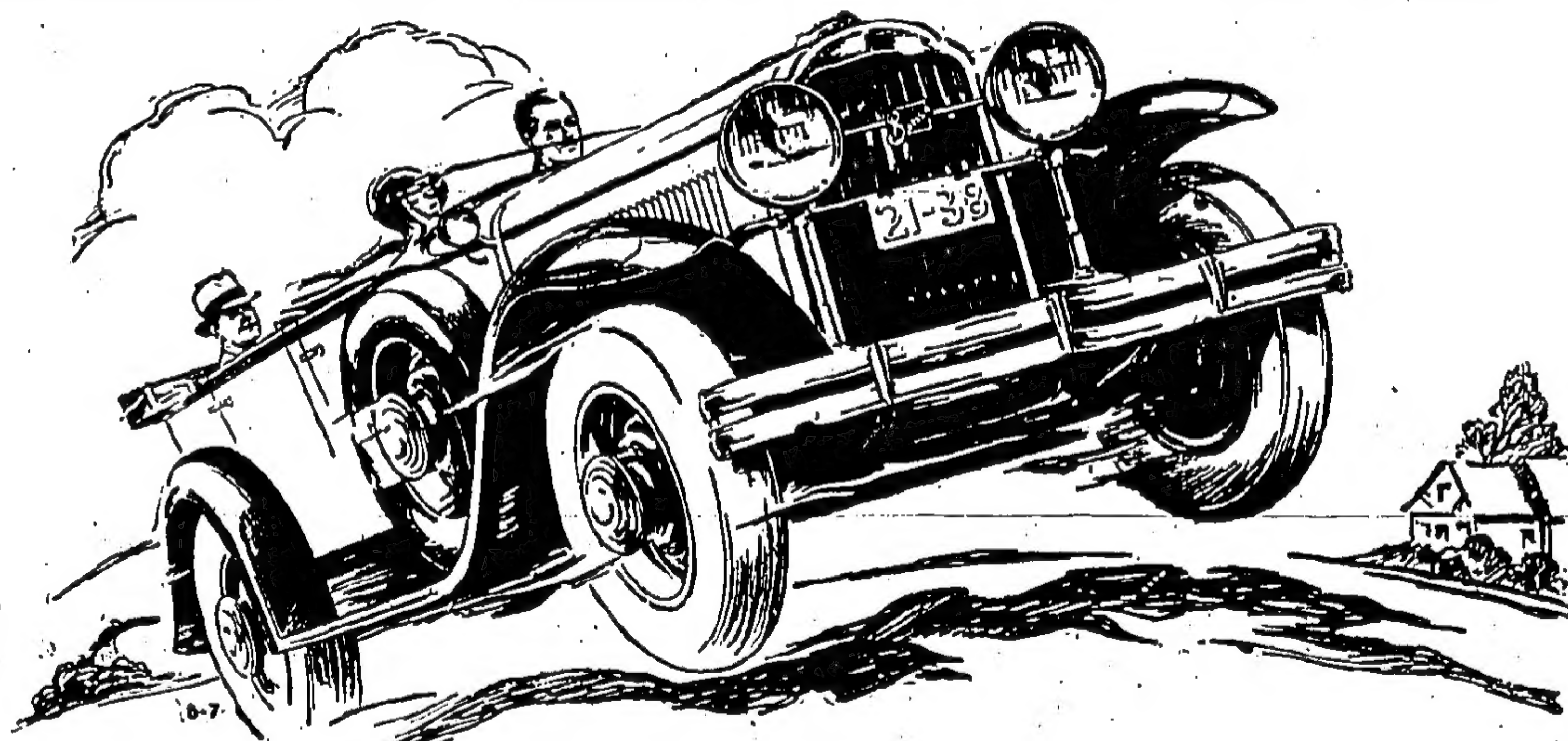
Sir Henry Birkin, England's only hope against the Italians, did a lap in 10min. 25 sec., but although he is driving an Alfa the exact replica of Nuvolari's he lacks the benefits of factory backing.

Campari Averts Crash.

Campari had a narrow escape when following Noble the Belfast driver, whose cornering is spectacular. Noble, taking Mill Corner fast, skidded, turned round three times, and finished up half across the road broadside on. Campari was but a few yards behind, but instantly changing down and braking hard he stopped level with Noble's Riley and but a foot away.

Police, medical attendants, and officials were about to rush to the spot, convinced that there must be a crash, but Campari, with a roar, was away and Noble soon after him.

garbeline tailored suit, with a pleated divided skirt. She also wore a grey woollen jumper, edged with black and white, and a black beret.



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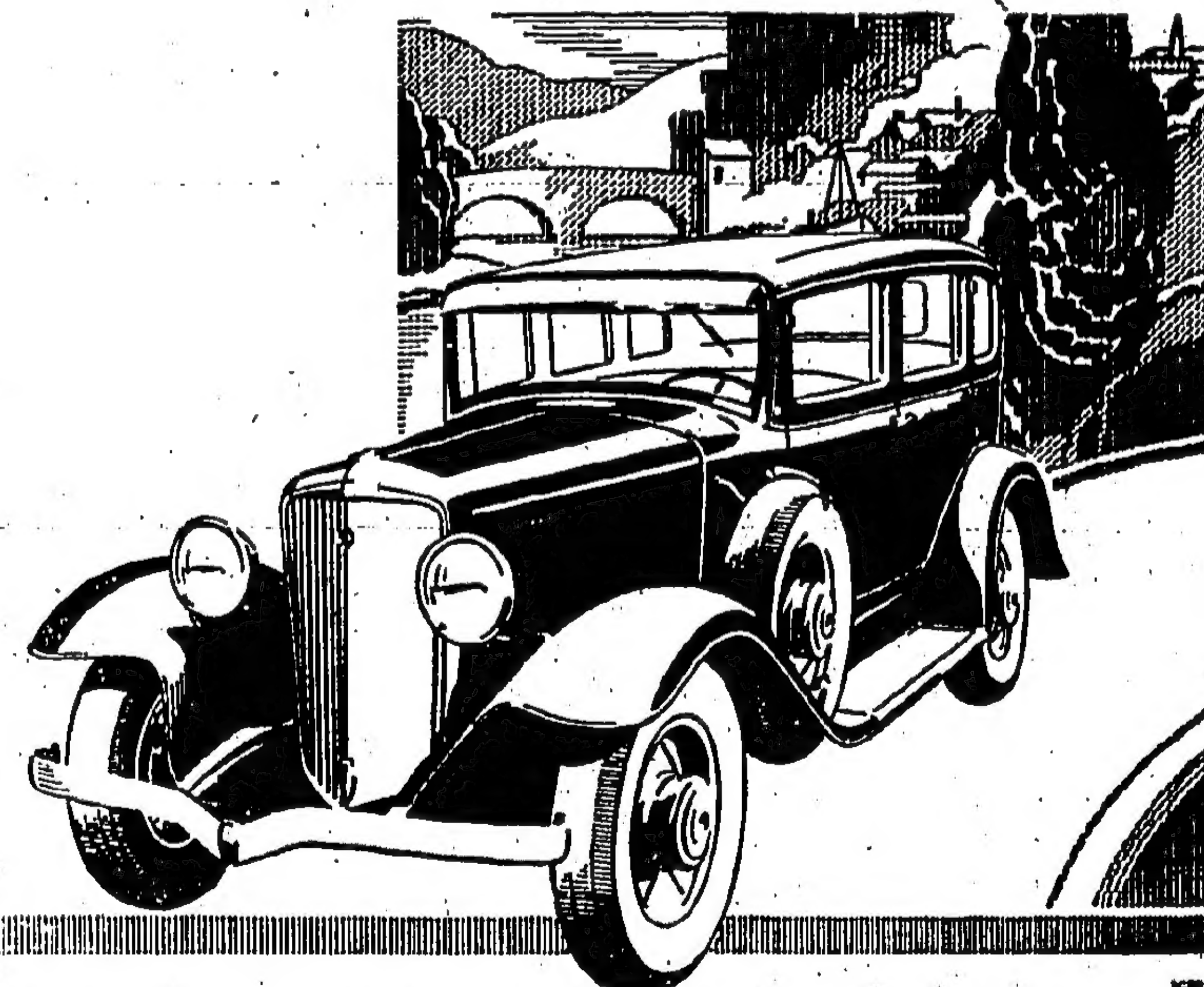
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Hongkong Telegraph

Pictorial Supplement

September 19th, 1931.

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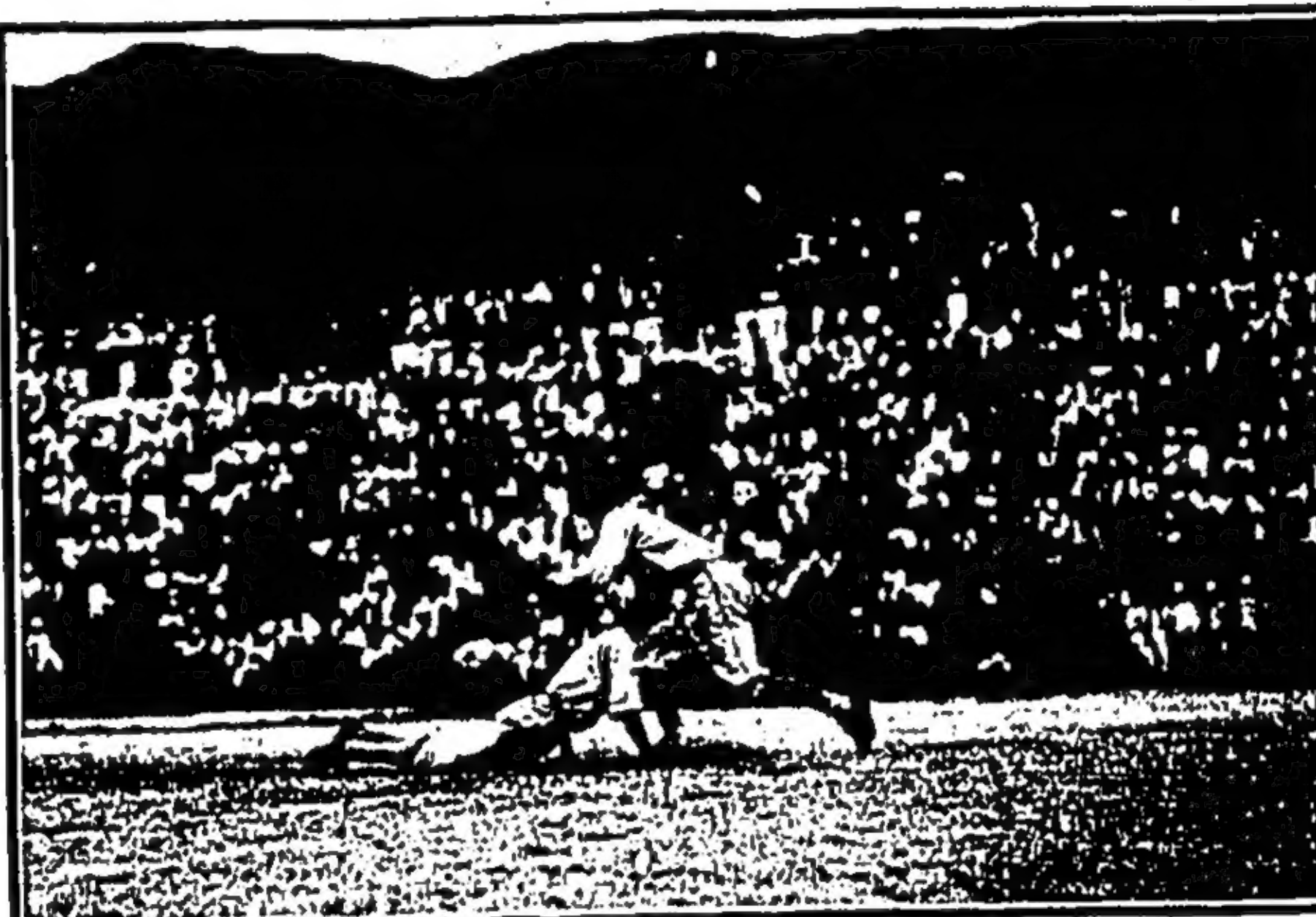
The fearsome guardian of the Temple gate at Jehol. The collapse of a wall has left him open to the light of day, and before long the decay that has already begun will encompass his ruin.



A crucial moment in the Spey Royal bowls match, last Saturday, in which the Kowloon Cricket Club defeated the Police. (Photo: Mee Cheung).



The marriage took place at St. Stephen's Church recently of Mr. Lam Tak-kwong and Miss Chan Kwai ching. The above group was taken after the ceremony. (Photo: Mee Cheung).



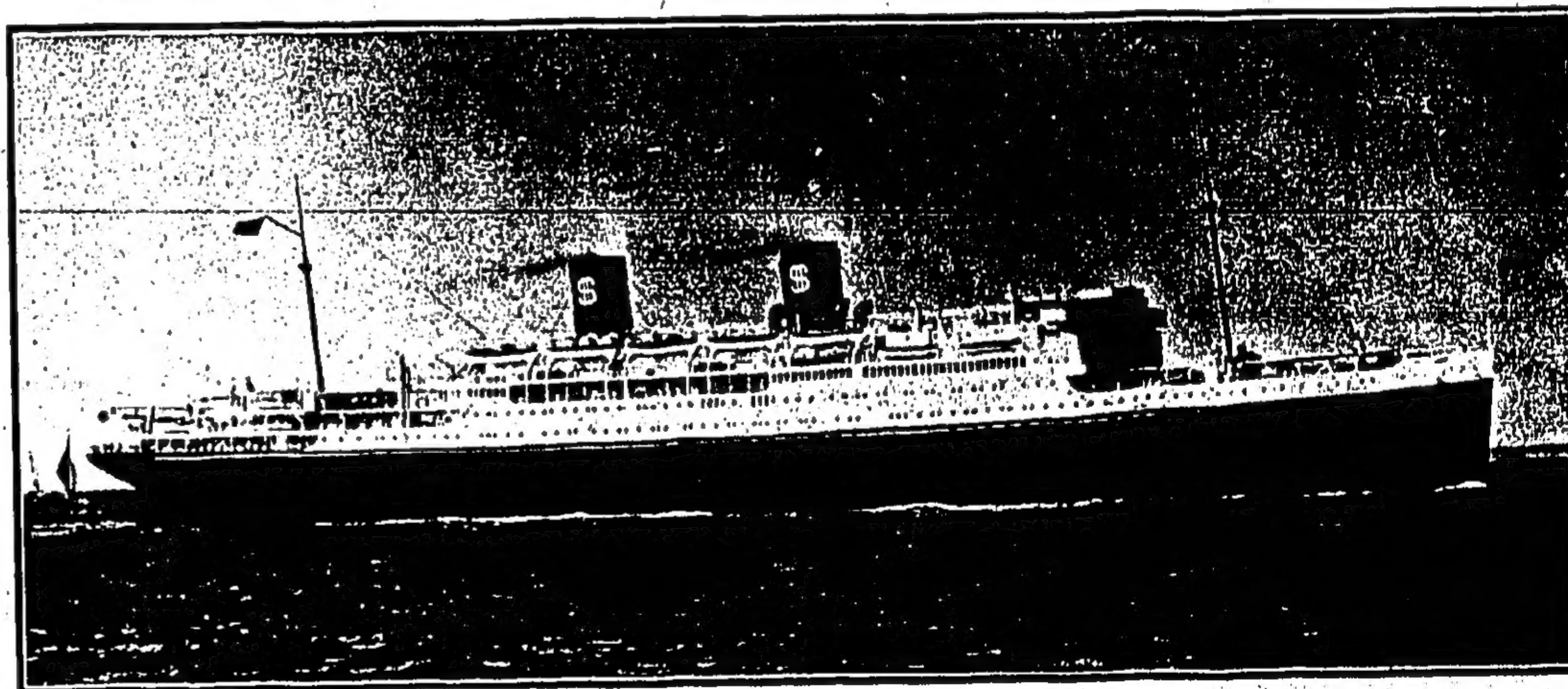
South China won the local baseball championship by defeating the Japanese last Saturday. Here is a good action picture taken during the match, which was watched by a large crowd. (Photo: Mee Cheung).



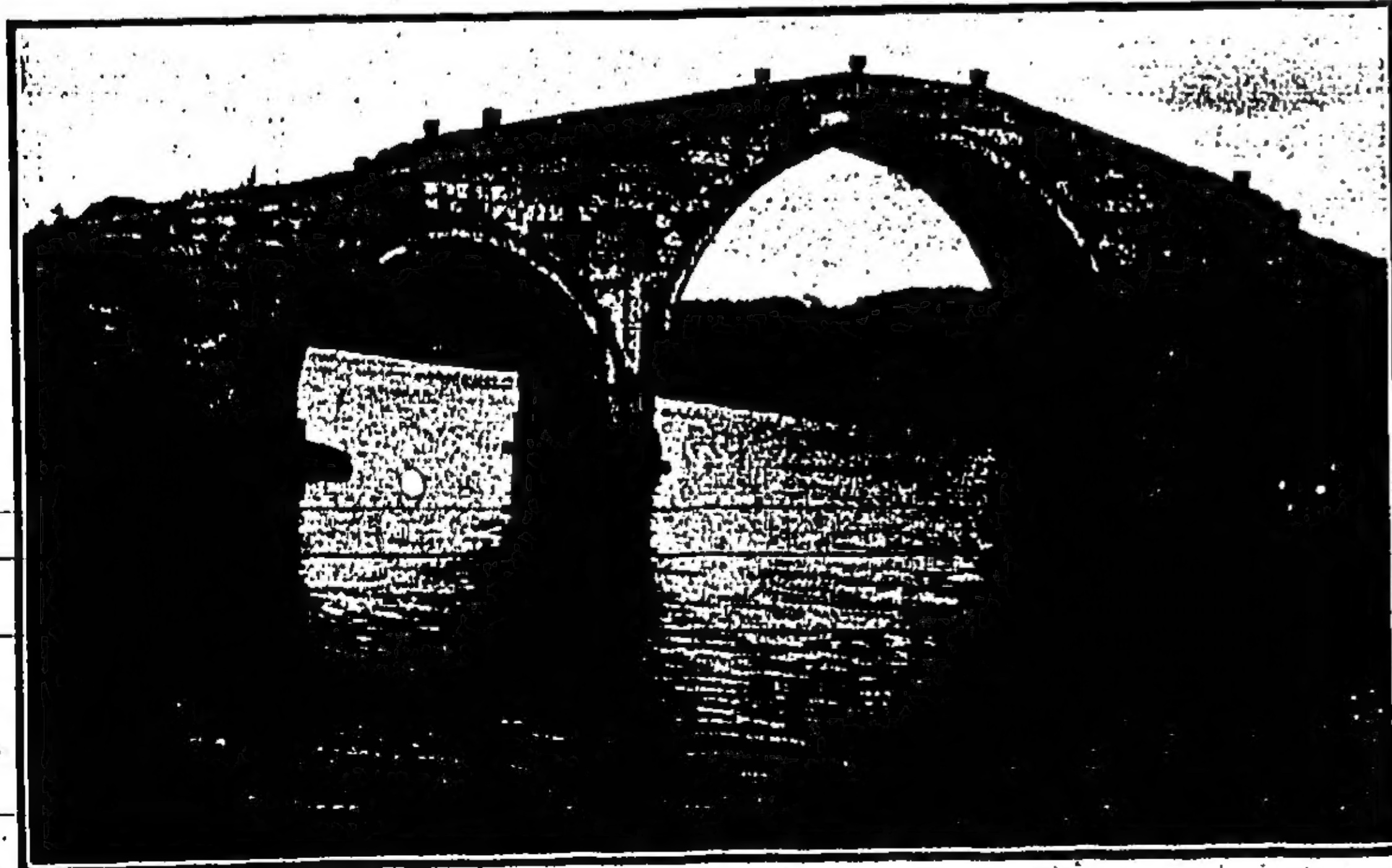
Kowloon Cricket Club defeated the Police in the Spey Royal Lawn Bowls Competition last Saturday, thus winning their way to the semi-final. One of the rinks is seen in play. (Photo: Mee Cheung).



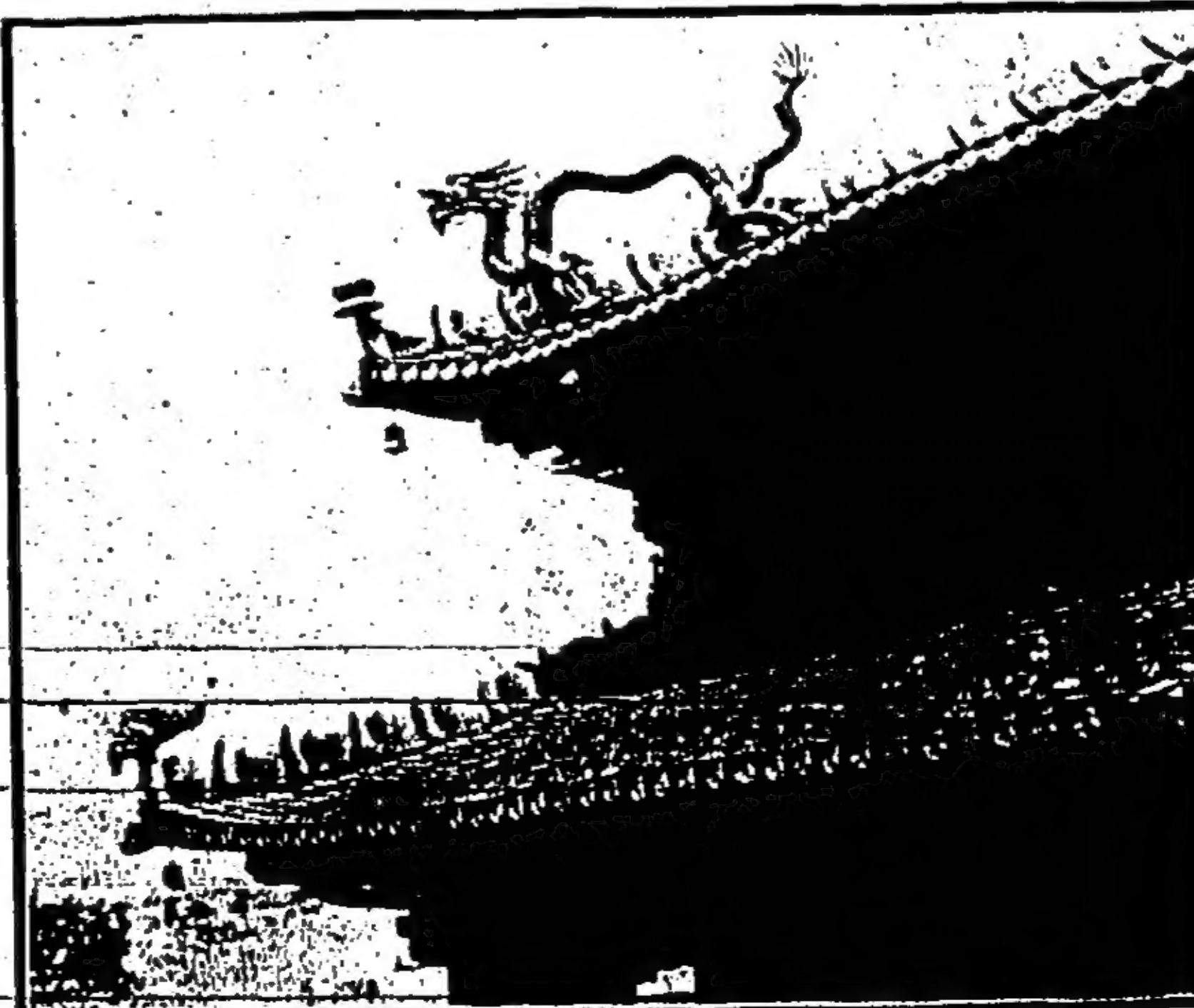
One of the most enjoyable events in the M. C. L. function at Repulse Bay recently was the sand-castle contest for youngsters. Here the little ones are seen busy at their task. (Photo: Mee Cheung).



The Dollar Steamship Lines' mammoth liner, the President Hoover, which is due in Hongkong on her maiden voyage on Monday. She has an over-all length of 653 feet and a displacement of 33,500 tons and is most luxuriously equipped.



Here is shown a typical Chinese bridge of considerable antiquity. It is situated near Kading in the Province of Kiangsu.



A fine example of Oriental architecture. Golden dragons on the roof of a smaller temple within one of the great lama monasteries at Jehol. From one corner a dragon is missing; legend says it has flown away.



An informal group of some of the competitors in the recent beach-pyjama parade at Repulse Bay, held under the auspices of the M. C. L. (Photo: Mee Cheung).

AMATEUR FLYING DANGERS.

NOTED FRENCH AIRMEN'S WARNING.

Strong criticism of amateur airmen who, by their ignorance of the proper handling of planes, court disaster, and appeals for more scientific flying have been expressed almost at the same time but from different viewpoints by two distinguished French aviators, Louis Bleriot and Captain Thoret.

Bleriot, who says he expects to live to see commercial planes travelling at 600 miles an hour, goes so far as to predict that the day of the amateur owner-pilot is on the wane in almost every country.

And Thoret, one of the foremost of French glider pilots, says: "There are many persons piloting machine-given aeroplanes to-day who really do not know how to fly, whose ideas of flight are as scanty as those of a rabbit compared with a bird. They are merely driving a motor through the air."

Basic Idea Different.

"The whole basic idea of aircraft is misunderstood by the average person, who is liable to consider the little two-seater aeroplane in the same light as a car," said Bleriot.

"Flying is a job for the professional navigator, not for the person who wants to go out for a week-end jaunt. You would never place anyone but an experienced mariner in command of a ship, would you?"

"If people who would like to fly could see the waves, the swirls and the eddies of the air as well as they can see those of the sea, very few amateurs would risk flying just for pleasure."

Need Professional Care.

Admitting that a certain number of amateurs were perfectly capable of looking after themselves in the air, Bleriot said they were exceptions. He considered that the future of civil aviation lay essentially on commercial lines, and even in the private "yacht," or an aeroplane owned by an individual, but manned and looked after by a pilot and a mechanic.

"A machine needs overhauling so meticulously and so often that the average person would be quite unable to cope with this side of the upkeep so as to insure perfect safety," he added. "A motor car may be neglected and driven badly, and yet run quite well, but not an aeroplane."

Twenty Years Ago.

Bleriot won fame in July, 1909, when he flew from France to England, the first time the English Channel had ever been crossed by an aeroplane. The machine he flew that day is still in order, and only a few weeks ago he flew it himself to prove its airworthiness. It is a small, rickety-looking contraption with an open seat and a four-cylinder motor.

"My old original machine, and those built some 20 years ago, were safer than those built at present for high speed," he explained. "One could land at



Louis Bleriot, lower right, aviation pioneer, and Captain Thoret, left, one of the most skillful of French glider pilots, are united in a plea for greater skill in the management of aircraft. The monoplane in which Bleriot made the first flight across the English Channel, in 1909, shown in the upper picture, is safer than some of those built today, he declared.

about 20 miles an hour, almost like a falling leaf, but my original maximum speed was only about 40 miles an hour, which precluded flying in bad weather or against a really strong wind."

Captain Thoret was talking about gliding when he said that many airmen to-day really do not know how to fly. As an encouragement for the art of gliding he strongly supports the contest with a prize of \$5,000 offered by the Daily Mail for the first glider flight from France to England and return.

"When Wilbur Wright many years ago tested his glider above the hills of Kitty Hawk he noticed that an ascending wind improved the duration and distance of his flights, but hardly had he perceived this elemental fact than he made the grave mistake of adding an engine to his glider," said Thoret, who is now attached to the French Air Ministry.

"By so doing, Wright assisted aviation, but delayed the ultimate triumph of the glider. There followed the wartime flying during which the pilots learned to perform prodigious feats with petrol-driven machines, but they did not learn how to fly. The Germans then set the example by going in wholeheartedly for gliding and

they made some very fine flights."

"The Thrill of Gliding.

"Gliding in the ascending currents of mountain valleys is far and away the finest sport imaginable. When you are soaring in the air without effort, lifted on your outspread wings by the single force of nature, you feel that you really have learned to fly—that to all intents and purposes you are a bird."

Thoret has glided for over nine hours in an ordinary machine with propeller stopped. On another occasion, with a seaplane fitted with two huge floats, weighing almost one ton, he flew, or rather glided, with engine dead, for three and a half hours over the mountains of Corsica, moving in a closed circle and at times reaching 1,500 feet altitude. He has also performed some remarkable gliding feats over the Alps, and in more than 20 years of active flying has never sustained a scratch.

"I have made a deep study for years of air currents, and it is most fascinating, as well as being at the very root of the question of aerial locomotion. Gliding is not really difficult, but what one learns in flying without power is of immense value to the art of piloting."

MORATORIUM IDEA NOT NEW.

Some Historic Examples of the Past.

The idea that the granting of a moratorium to a financially-distressed nation is something revolutionary may be dismissed as quite incorrect. It has often been resorted to in times of stress.

France declared several moratoriums during the Franco-Prussian War of 1871 and at the outbreak of the World War in 1914 the warring governments and some neutrals invoked them, sometimes for months, in order to avoid bankruptcies from sudden liquidations and financial upsets.

Lately there have been proposals for moratoriums on farm mortgages in some Canadian provinces. The effect of a moratorium can be produced in the United States by declaring a series of legal holidays, as the governor of California did after the San Francisco earthquake and fire. As debts are not payable on



King Louis XVI.

legal holidays, the power to declare enough legal holidays amounts to the same thing as power to declare a moratorium.

Prussia Set Style.

Indemnities and reparations in money, territory or both are as ancient as war and have long been recognized by international law. In modern history Prussia set a new style when in her wars of 1866 and 1870 she demanded three times as much as all other nations had demanded after all other wars between 1795 and 1871.

France excited world admiration by speedily paying off her billion-dollar indemnity, then regarded as a staggering sum. The peace treaty was signed in May, 1871, and the last payment made months ahead of time in September 1873.

The United States under Andrew Jackson came somewhere near war with France over a \$1,000,000 indemnity payable to her on account of French destruction of American shipping during the Napoleonic Wars. After many years France had finally agreed by treaty in 1831 to pay the money, and we agreed to lower our tariff on French wines. America did its part, but the French Chamber of Deputies for several sessions refused to appropriate in-

demnity payments.

Jackson threatened reprisals against French property, and the Whigs in Congress under Henry Clay repudiated him. Ministers were recalled, and war threats were heard in both countries. The French chamber then voted the money, to be paid only when Jackson personally explained or apologized. Britain offered to intervene in 1836 and payment was made, although Jackson didn't apologize.

There were few inter-governmental debts before the World War. But in the nineteenth century Great Britain adopted a habit of subsidizing her continental allies, considering it cheaper than sending troops to aid them and maintaining a standing army. During the Revolutionary and Napoleonic Wars she handed out £67,000,000. Some of it was paid for the Hessians who came to fight the American colonists.

Huge Losses Before.

Between 1795 and 1816, however, Britain lent about £12,000,000 to Austria. No pressure was brought for interest payment and the British Exchequer carried the

Summer Days must be enjoyed to the full

HAPPY summer days! A dip in the cool, fresh water—a sun-bathe—a glass of cold "Ovaltine"—could anything more be wanted to complete your enjoyment?

The golden hours of sunshine and the relaxation of holiday time are often less enjoyed than they might be because you are easily fatigued by unaccustomed exercise, and you lack vitality and energy. This is usually because your light summer diet contains insufficient nourishment to make good the energy you expend.

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She's a bronco-bustin' daughter-of-the-southwest. Riding cow ponies gave her poise and rhythm. Throwing a lariat gave her grace. Swimming, climbing trees and "skinning the cat" gave her health. And Flo Ziegfeld gave her a job in the Follies when she left her Pine Bluff, Ark., home to visit New York. She learned to dance in six weeks. . . . Appeared in 15 Broadway "flops" and several big successes. . . . Then came to Hollywood and got a break when Clara Bow went to a ranch to regain her health. . . . She was given Clara's part co-starring with Richard Arlen in her first picture, "The Secret Call." . . . She's a red-head and has plenty of "IT." . . . She is Peggy Shannon.



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BRITISH MADE



Fine feathers for fall

This year, for a change,
you must buy your bonnet
first, and then select a
wardrobe to fit the hat

I. you can't help acting like a lady when you're all dressed up like this, in a black chardella cloth suit, with its Persian lamb trim, that lives up to the challenge of a felt hat with a clipped ostrich quill.

II. this gold mesh bag, much larger than you have seen before, is a romantic gesture in the right direction, now that fashion has gone glamorous.

III. sports things have studied at the charm school, too, as shown in this overblouse of pale yellow wool, which uses knitted lace to get its designs across.

V. and beads, half of them white and half of them cornflower blue, will give you a fascination that Annie Laurie, with her swan's white throat, never had.

IV. there's a romantic lilt to the salmon pink and pale yellow feathers of this brown felt hat, and it will prove beguiling when you go feminine in the Second Empire style.

VI. this dark blue hat has a provocative dip that dares the wool mesh frock, with its scattering of gay colors, to live up to its style.



costumes and accessories from Bonwit-Teller New York.



by Julia



FINE feathers on the new fall hats are revolutionizing the entire wardrobe.

You will find things ultra-feminine and glamorous this season—you're bound to like them!

All the fussy things, however, are so trim and so suave and avelte that there are no loose ends of things flying here and there, and no extra accessories that do not have a definite relation to your costume.

For a change, instead of getting your hat last and matching it up to everything else you already have in your wardrobe, this September you will find yourself deciding first of all on your hat. After that, the rest of your things.

For the new Empress Eugenie hats are just too different from the little brat berets not to have a tremendous influence on everything.

And in addition, once you let designers wander back into the romantic period that produced this type of be-feathered dipped-over-one-eye hat, they dig up all sorts of other romantic things.

Accessories show this back-to-romance movement. All the delicately wrought and striking earrings of the Second Empire stand copied this autumn to deck the ears of modern ladies.

Necklaces are not just colored. They have a reason for their coloring, usually some historic reason. Even shoes are intricately fashioned and decorated to be in keeping with this romantic feminism that is with us once more.

It is a year to captivate and subdue men. Once you get all decked up in this finery, you are little short of awe-inspiring. You look such a lady, such an aloof, aristocratic lady—if you wear your clothes right and let them determine your mood.

You should have no trouble whatsoever in getting your man this autumn! For the more of these new clothes you wear, the less you are like the downright, forthright, understandable girl he has known. You become an enigma again. And of course nothing is better for a woman than to be an enigma to a man!

FOR a fall suit, when cooler days come and you little frock is not so hot alone, stunning suits offer themselves for your choice, most of them trimmed with fur in odd and charming ways. They may have fur vests and collar effects, fur collars that point down the

back yoke of the coat and just close in front, or fur bodies and cloth sleeves or vice versa.

One suit that is stunning, if you want a rather formal suit, is of black chardella cloth trimmed with Persian lamb, with a soft, squashy collar that mounds its business about intruding on the snappy new hat, and cuffs that are set on puffs, above the sleeve's cuff.

This suit hugs the hips tightly and fastens at the waist with a self-belt. The tailored white blouse has a fine yoke and collar made with handwork.

The boat-shaped felt hat worn with it is trimmed in the new manner with a clipped white ostrich quill. The quill begins on the side over the right eye dip and extends across the front of the crown and around the back, just barely curling off the brim at the back.

II. COSTUME jewelry is most elaborate and stunning this fall, harking as it does back to that rich Second Empire period. An oxblood coral necklace has silver ornaments copied after this period's jewelry. A crystal necklace takes onyx ornamentation. A luxurious fine gold meshbag is the type that will be worn with daytime clothes this fall.

Rich suede purses have rich clasps made of jewels and finely wrought metal. Everything reflects a renewed interest in rich decoration, a lavishly romantic autumn, from your head to your toes.

III. LACE just naturally becomes stylish when feathers are in again. A new use of it is in the knitted overblouses that are pretty enough to be party dresses.

One of these, in the new pale yellow that is ravishing with autumn's browns, is made of wool with the yoke and the sleeve cap of knitted lace of the same yellow. The drop yoke effect is particularly becoming to some women. And it is particularly stylish right now, with the vogue for wider shoulders. This overblouse has its own little belt. Cuffs are of the lace.

IV. WITH everybody who is anybody trying their heads in the new Second Empire hats, you might just as well get one and have a good time wearing it or you are likely to have a suppressed desire that you cannot indulge later, when plain hats come in style again.

Here is as lovely a fall hat as there is to be seen. It is soft and flattering because it is the grandest brown in the world and is a new felt that looks almost like broadcloth, so fine is it.

This little chapeau has a sweeping ostrich decoration made of salmon pink and pale yellow feathers that are luscious enough to eat. Put this hat on right, atop a rather elegant costume, dip it down over the right eye and see just what a grand dame you are.

V. SPORTS necklaces this fall make much of the inspiration they got from the Colonial Exposition. One of the newest of these is the gorgeous half-and-half necklace of porcelain beads. One-half of the necklace is made of white beads, the other cornflower blue ones. The division of color comes right in the middle of the front and at the back the necklace ties on with cornflower blue grosgrain ribbon, tied in a bow.

VI. FOR September days when chilled air makes you feel like stepping over the moon, there is a wool mesh frock, with sleeveless jacket and separate matching scarf that is autumn in every stitch.

It is one of the new wool meshes, a novelty loosely woven design combining yellow, blue, and orange on a navy blue background. The skirt has a deep pleated ruffle. The short-sleeved jacket fastens at its cute little standing collar and falls away from the frock. The scarf is magenta, dark blue and canary yellow.

For this ensemble you might well wear a dark blue felt hat with the popular dip over the right eye, navy blue gloves and pairs of suede, and navy blue shoes of calfskin and suede, tied with grosgrain.

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"On The Rocks." This entry is forwarded by Mr. F. S. Fernando.



"Pick-a-Back" is the title of this entry sent in by Mrs. Rumbay, of Kowloon.



Here is another entry by Mr. F. S. Fernando, with quite an effective background.



This effective aquaplane study taken at Lyseum Pass, entered by Mr. C. E. Abbas, shares the \$20 prize with Mr. B. Pasco's entry, seen below.



A silhouette effect has been secured in this picture, entered by Miss M. Churn.



A frolicsome party at Shek-O, entered by Mr. J. Watson.

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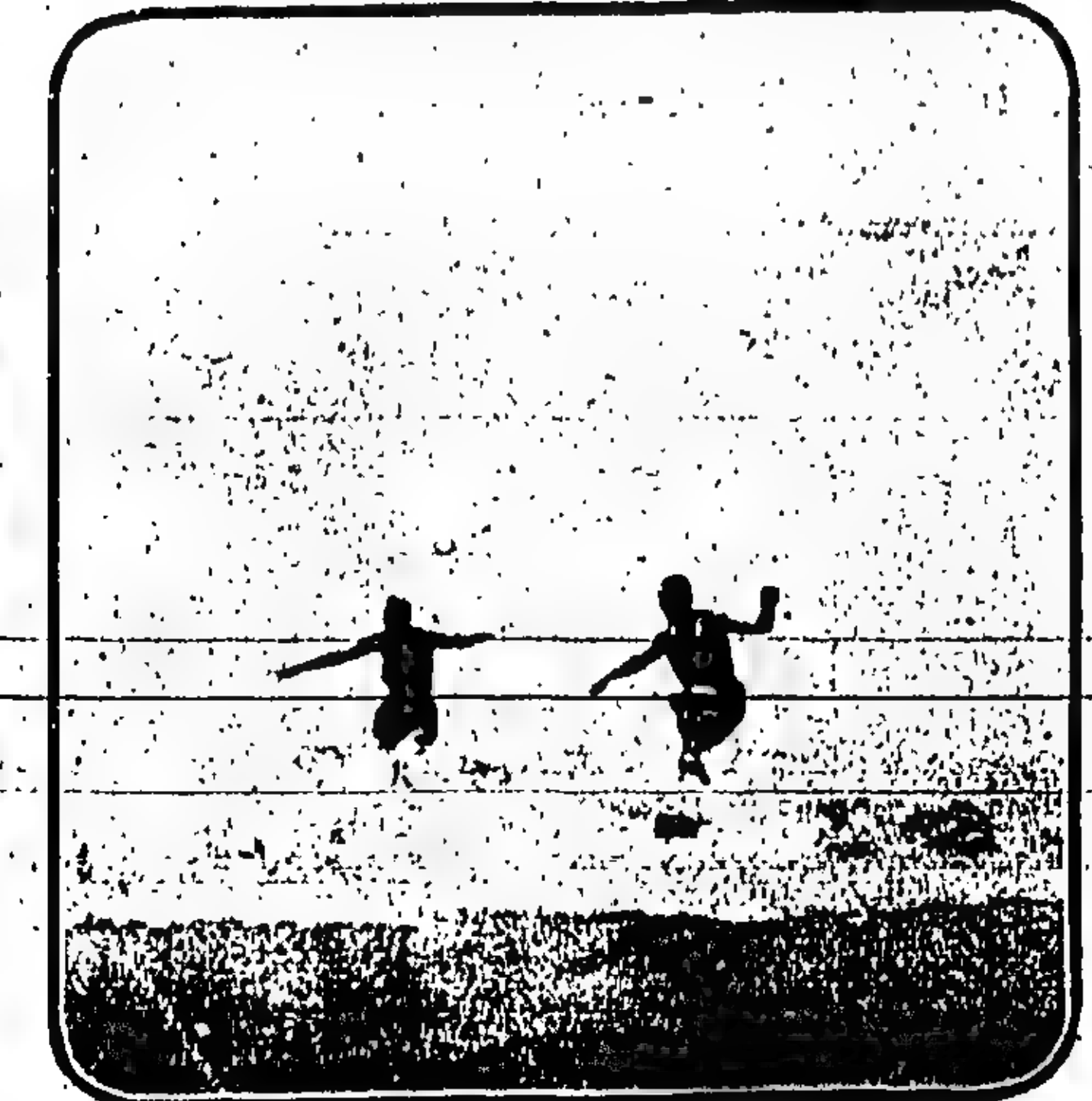
Whiteaway, Laidlaw & Co., Ltd.



Franks on the water's edge. Photo submitted by Mr. A. Abbas.



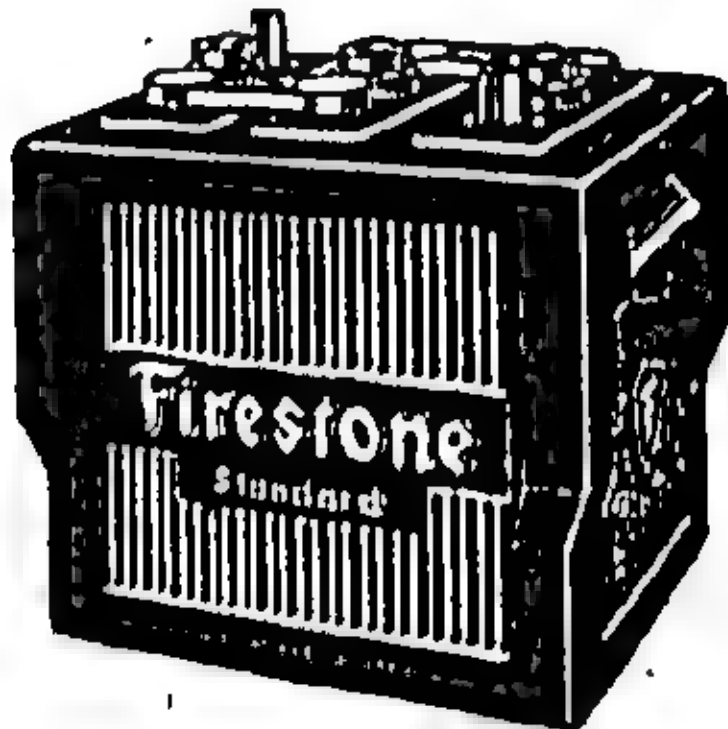
This photo, entitled "Pals", the entry of Mr. B. Pasco, of Messrs. Brewer and Co., shares the prize of \$20 with the aquaplane study sent in by Mr. C. E. Abbas, seen above.



High jumps in the surf at Repulse Bay. This snapshot is not entered in the competition.

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WHY NOT MOTORISE OUR RAILWAYS?

Will Our Railroads Become Motor Roads? Yes, says Our Contributor, and Tells Us Why.

[By S. F. Edge.]

By all that I can see and hear, the British railway companies' assets are being steadily, almost studiously, frittered away in a perfectly hopeless effort to compete with road transport. Even on our highways as existent to-day, the road coach is steadily stealing the business of the railway train, not only because the fares are lower, but also because of the greater comfort and convenience afforded.

While coaches are restricted to the use of existent highways, they cannot safely compete with railway trains in the one matter of speed; but if what I can visualize comes to be, as it will, if not in my time—the road coach will beat the railway train just as much at speed as on anything else which is important to travellers, whether on business bent or frankly out for pleasure.

If our coaches of to-day had the straight, easily-graded permanent-ways enjoyed by our railway trains, they could and would travel at railway speeds, and then the railway companies would not have a leg to stand upon.

As Things Are.

As things are, I can drive from the Langham Hotel in Portland Place to the Mitre Hotel in Oxford just as quickly as I can ride in a taxi-cab to Paddington, "train" to Oxford, and ride in another taxi-cab from the railway station in Oxford to the Mitre. And I can do that on the least costly, both to buy and to run, of all the Morris models!

Give me a seat in a 1932 Morris (commercial coach, comfortable, capable of 60 to 80 m.p.h., give me a really modernised road, with the minimum of "blind" corners and unsuspected side-turnings, and I could beat the existing railway time-schedule hollow, especially for a short trip like that from London to Oxford.

And I say, because I believe, that within the next few years we shall see our railways "motorised." We shall see the present permanent-ways rebuilt. At least we shall see the 6-ft. space in between the railway metals filled up with concrete or

tarmac, and the "four-foot-way" similarly levelled up, so that upon what were the highways of the steam-propelled locomotive—independent, individual coaches, as distinct from trains of railway carriages.

Supply and Demand.

Because if the 10.15 from Paddington is to be of any use, it has to be capable of carrying 500 to 1,000 people, whether or not there are that number of people wishing to travel in it. That is one of the many weak spots of the railway train, that it has to be ready to carry a maximum number of passengers, whether or not they want to use it, whereas the road coach has only to fill up to be commercial, to pay for its fuel and oil and wages. More passengers? Still another coach! Still more? Still another coach! But as road coaches consume fuel and oil and tyre-rubber, and call for the expenditure of men's wages, only while they are at work, actually earning money, they are just as "economical" as railway trains are "non-economic."

The ideal in traffic of any kind is a large number of individual units, each self-dependent, self-reliant, self-supporting. The railway idea is wrong. It presupposes an immense, complex and costly organisation, which has to be maintained, whether or not any money is being taken, and although taking money is the essence of business, money can be taken only while there is business to be done, while somebody wants something—in this case conveyance or transport.

Hey Presto!

Turn our railway tracks into coach roads, and the picture is changed. If I and twenty-three other people want to go to Oxford, a coach will take us. If we don't, if none of us wants to go to Oxford to-morrow, the 11.30 a.m. coach will not start. It will instead become the 12 o'clock coach. And if none of us should turn up at 12, it will again remain at rest until 12.30, and so on through the day. At present we have trains running only every half-hour, or hour, and—for long journeys—

can easily find the intervals still longer. That is all out of date.

Let me wave a magic wand and transform our railway tracks into roads on which pneumatic-tyred coaches can run at 60 m.p.h. (as existent coaches could, and in favourable circumstances do, run). The driver or the conductor will sell me my ticket. I shall sit in comfort, with the English countryside to amuse me. I do not have to stare at my neighbour, via-vis, or have him stare at me, whether or not I like the look of him, or he like the look of me.

My coach will travel at 60 m.p.h., easily, because the old-time railway signal system will make such a pace quite safe. My passenger coach, and other goods coaches, will whirl along the straight, practically level highway without a pause, except if and when I ask the driver to set me down, a few hundred yards farther on. My coach and the goods-carrying coaches are restricted to what were our railway tracks, freeing the roads of the present for lighter traffic. Everything weighing more than five tons will be travelling on the converted railway track. Everything of less weight will be sticking to the roads, unless its driver likes to pay a sort of toll-fee for the privilege of using the converted railway track, so that he too can travel from end to end of the country at 60 m.p.h. with the advantage of signals, and otherwise an unrestricted highway.

Another World.

The existent railway companies would very soon find themselves in another world, as owners of motorising speedways, because their routes are—in a vast majority of instances—so very direct. They have their termini, their junctions, their goods yards, all of which would immediately become passenger coach and goods transport stations, with ample room for the parking both of their own and other motor vehicles.

What are at present tremendous liabilities would become very useful, fruitful assets. I can see nothing but good, eventually, in the motorisation of our railways and—just as straws show which way the wind blows—let us turn aside for a moment to look at milk traffic. A few years ago the milk traffic was wholly in the hands of our railway companies. The commonest object of any railway station was a milk churn, full or empty. Railway companies carried more milk than any other individual commodity, excepting,

perhaps, coal. Milk paid best because it had to be carried quickly, whereas coal did not lose value while hanging about.

To-day milk is carried by road. Some of the big milk concerns, like United Dairies Ltd. and London Wholesale Dairies Ltd., have as many as five hundred lorries of their own, carrying churns, to say nothing of their gigantic glass-lined tank wagons, carrying hundreds, thousands of gallons of milk, either filled or emptied by the man who drives them, in a few minutes. They serve a radius of 150 miles.

Give me my motorised railway tracks, and the radius is immediately doubled, at least, because on such tracks milk lorries could travel at least twice as quickly as anybody dare drive them on our roads.

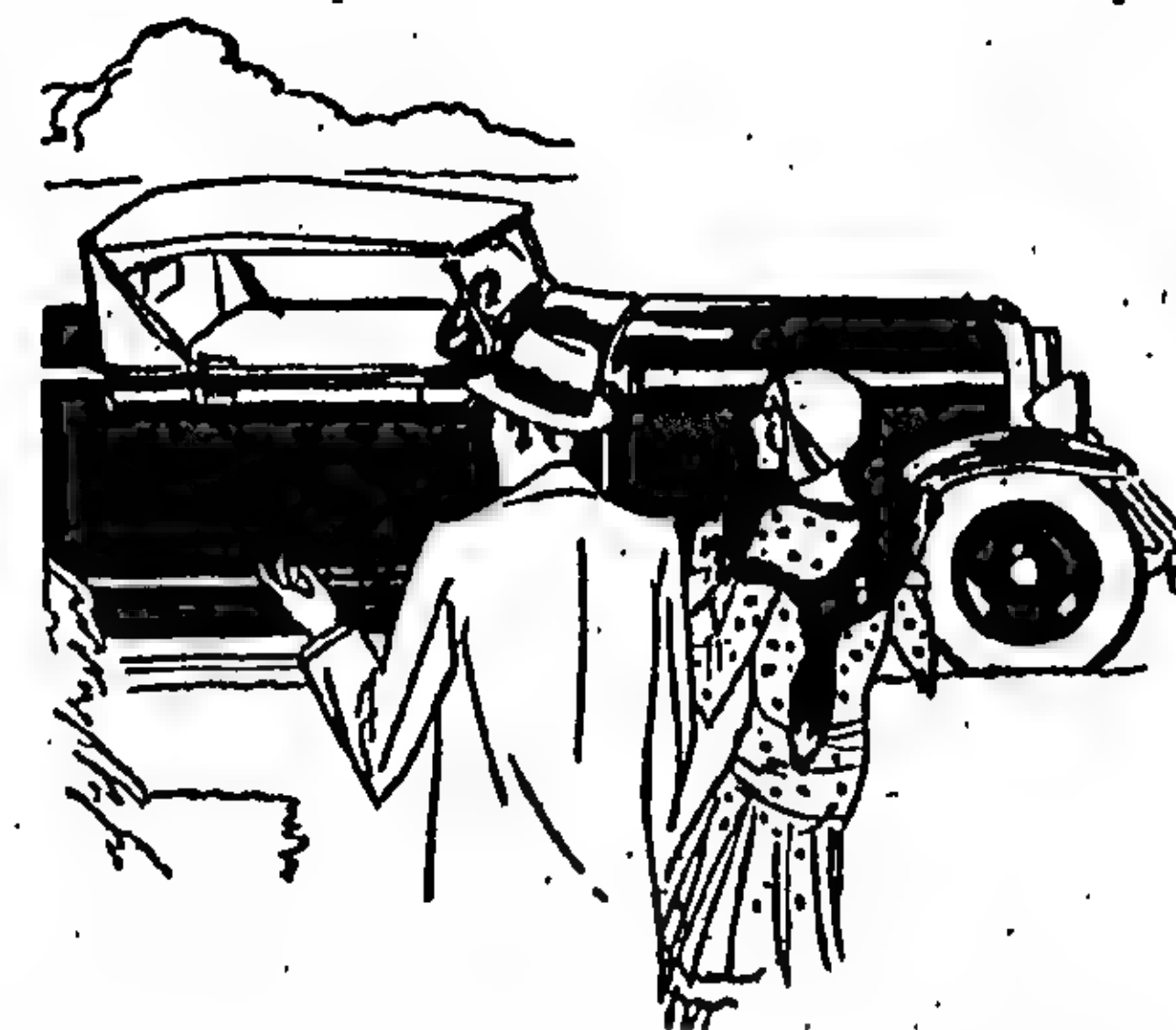
Door-to-door convenience attracts people interested in the transport of goods just as much as it does those interested in the conveyance of their own persons and hand-baggage. The railway companies have tried to prevent passenger road coaches running right into the centre of London, but have failed. And those concerned with goods traffic are every bit as keen on door-to-door facilities as are personal passengers.

For example, look at the following figures, which are official statistics. On the few main roads radiating from Liverpool, whereas in 1913 884,000 tons were carried by motor vehicles, by 1922 the tonnage had grown to 7,138,000. Around Birmingham there was an increase of no less than 208 per cent. in three years.

I am not a railway man. There are many things about railways which I do not know, do not understand. But what is abundantly clear is that every two cars that are sold put "paid" to the account of one railway compartment, and the sooner our railway companies turn their present railway tracks into motor vehicle tracks, both for their own use and—upon suitable payment—the use of other owners or users of petrol-driven vehicles, the sooner will railway companies' shares once more be honestly regardable as "trustee stocks."

COSTLY CONGESTION.

Highway congestion costs the country more than \$2,000,000,000 a year, the National Conference on Street and Highway Safety estimates.



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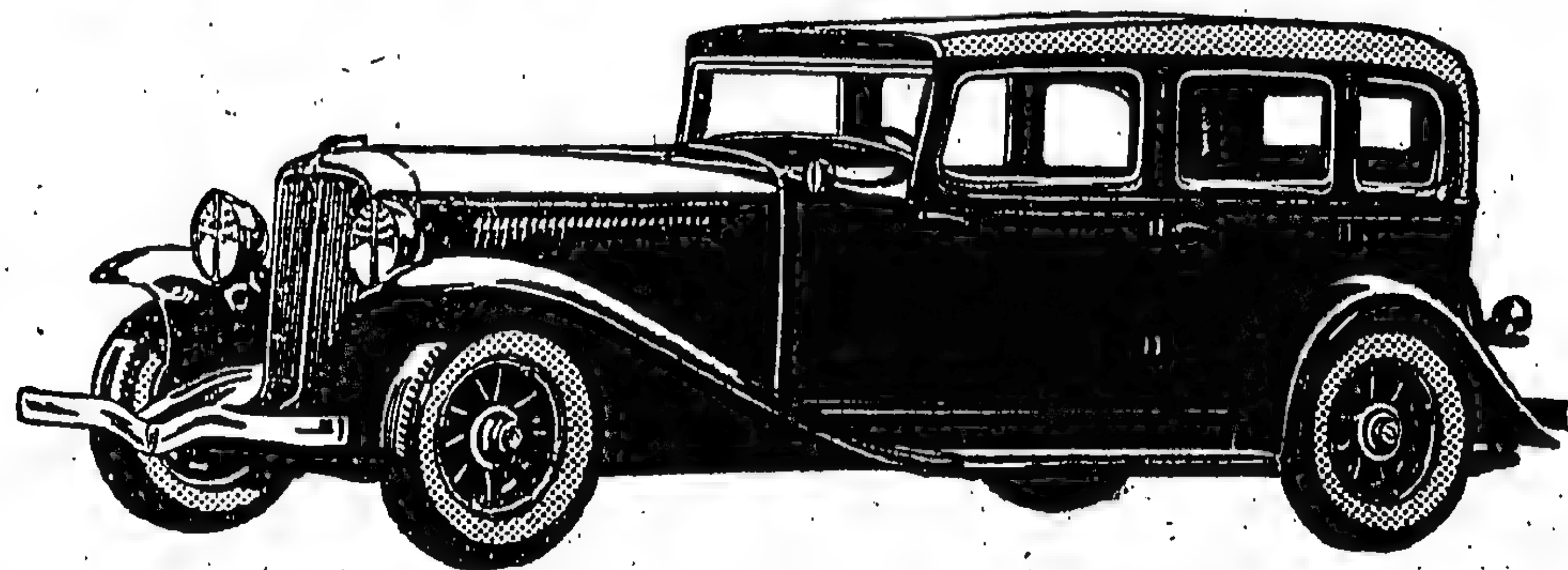
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JAPANESE TROOPS IN ACTION.

(Continued from Page 1.)

Foreign Minister Shidehara. The Army for months has been looking for incidents to support its contention that "China must be taught a lesson."

Editorial Comment.

Tokyo, Sept. 1. Japan is expecting a second war with China at any time, according to Mr. G. Hanzawa, editor of the powerful periodical *Gaiko Jihō*, or *Diplomatic Review*. This war, he adds, is not against the Chinese people but to deliver a blow at China's militarists and irresponsible politicians.

Mr. Hanzawa begins his article, which has attracted considerable attention, by saying that, of late, China by her illegal actions and overbearing conduct, has, for all practical purposes, declared war on Japan, and if the anti-Japanese outrages continue without any let-down, grave consequences are bound to ensue.

China's Impudence.

"Events have placed Sino-Japanese relations in a position of extreme delicacy," he writes, "and it is always Japan who has to suffer. China's impudence seems to have reached its climax and we cannot say what may or may not ensue if China persists in behaving as she has been doing during the past few weeks."

China may have good reason for hating Japan and for displaying her hostility, declares Mr. Hanzawa, but he believes that there is no gainsaying the fact that her officials and citizens have been daily provoking Japan by resorting to all manner of illegal and unjust acts. Some of these, according to him, are the Wampashan incident (where Chinese mobs attacked and killed several Korean settlers in Manchuria, leading to retaliation by Korean mobs on Chinese citizens in Korea), the murder of Captain Nakamura and the Tsingtao attack.

Hostility Built on Propaganda.

These, however, grave misdeeds though they may be, are but surface manifestations, he says, of the inherent anti-Japanese sentiment felt by both the officials and the Chinese people. "This sentiment," he proceeds, "is not a natural outcome of the racial awakening of the Chinese people, but is a product of the sinister propaganda indulged in by a few of the ruling caste in China. Japan has endured numerous Chinese acts of injustice with silent dignity; but there is a natural limit even to her patience. Magnanimous though we are, we will not sit still with folded arms all the time; when the proper moment arrives, we will certainly hit out."

The editor of the *Diplomatic Review*—a periodical incidentally that circulates amongst the best class of Japanese—sets down China's recent "high-handedness and impudence" to Baron Shidehara's diplomacy which has caused China think that Japan is an easy-going nation. The Shidehara diplomacy, he says, has lost a great deal of sympathy and support in Japan and China perhaps does not realize that she is leaning on a reed if she believes that Baron Shidehara will be able to stay matters once the ire of the country is really roused. We are ready to advance into China and compel her to rectify her mistaken ideas."

The Second War.

From this point of view, Mr. Hanzawa believes, Japan has good reason to welcome further Chinese atrocities for such, he says, will hasten the drastic action that will have to be taken sooner or later. He also believes that this is the only way of preserving fruitful Sino-Japanese relations.

"The second Sino-Japanese war," he avers, "like the first one 30 years ago will not regard the Chinese people as our enemy. Our enemy consists of the Chinese militarists and irresponsible politicians there. What was the cause of our war with China towards the end of the last century? It was due to the total ignorance of those who stage-managed the Manchu dynasty about the real nature of the Far Eastern situation; we had to rectify their wrong ideas by dispatching our troops to China and we thereby laid a new basis for friendly relations with that country. Thus our real object was to subdue the militarists and corrupt politicians who constituted the Manchu Government."

Similar Object.

"The second war with China, which our country is expecting, will have a similar object. There is no substantial difference in intelligence between those who hold the reins of Government in China 30 years ago and those who are now plotting the Chinese ship of state. Japan's fundamental China policy is to prevent the peace of the Far

BIRTHS & DEATHS REGISTRATION.

PROGRESSIVE FEE TO BE ABANDONED.

OTHER CHANGES.

The draft is issued of an Ordinance to amend the law relating to the Registration of Births and Deaths.

The Registrar General (whose title was changed to Secretary for Chinese Affairs by Ordinance No. 21 of 1931) was Registrar of Births and Deaths under the Ordinance, 1904, until 1909 when by the Public Service Transfer of Duties Ordinance the Head of the Sanitary Department was substituted.

It is now considered, as a part of the scheme for re-organization of the Medical and Sanitary Services of the Colony, that the Director of those Services should be the Registrar of Births and Deaths. As the Medical and the Sanitary Departments are in the same building, the transfer of office and staff from one department to another involves no changes in the routine of registration.

U. S. Citizens.

Sections 3 and 10 (1) and (4) implement section 41 (2) of the Probates Ordinance, 1897, in order to give effect to an arrangement which has been arrived at between His Majesty's Government and the United States Government, relating to the manner in which the provisions of Article 3 of the Real and Personal Property Convention of Washington of the 2nd March, 1899, which has been applied to this Colony, may be carried out. Under that arrangement, provision is made for notification to the nearest American Consul whenever a citizen of the United States dies in the Colony. Under section 54 of the Probates Ordinance, the notification is made by the Official Administrator.

The amendments made in the principal Ordinance by this Ordinance make provision for informing the Official Administrator. Informants for purposes of Registration of Death are therefore required to state, in addition to the usual particulars, the nationality of the deceased, if known; and where the information is of the death of a citizen of the United States, the Registrar is required to pass such information on to the Official Administrator and through him to the Consul.

Late Fee Cancelled.

Section 4 of this Ordinance amends section 10 (2) of the principal Ordinance. Under that subsection, which was introduced into the principal Ordinance by Ordinance No. 26 of 1923, the late registration fee, after twelve months, is at the rate of five dollars for every year or part of a year that has elapsed since birth. It is considered that the progressive fee defeats its object as it deters persons from registering who might otherwise do so particularly in the New Territories where the absence of district registries has been conducive to late registration.

Section 5, 7, 8, 9 and 10 (2) and (3) raise the statutory fees for certificates and searches.

Section 11 postpones the operation of this Ordinance until the 1st January, 1932.

HONDURAS DISASTER.

LORD MAYOR'S FUND IN LONDON.

London, Sept. 18. The Lord Mayor has opened a special fund for the relief of distress occasioned in British Honduras by the recent hurricane.—*British Wireless*.

East from being broken, as she regards this as absolutely indispensable for the prosperity and welfare of both countries. Such a policy is truly beneficial to China and Japan is the only nation strong enough in this part of the globe to preserve peace and order. Those who oppose this policy of Japan are not only the enemies of Japan, but are also the enemies of China—and this is exactly what the militarists and venal politicians in China are doing to-day.

Mr. Hanzawa is of the opinion that the Chinese, as a people, would welcome political system in China and that, therefore, a second war between Japan and China will not cause the Chinese masses to harbor resentment against Japan. He also thinks that the elimination of "bullying war-lords and political mongrels" will even evoke expressions of gratitude from the Chinese masses.

China at the Cross Roads.

Declaring that China now stands at the cross-roads of war with Japan or co-operation with her, Mr. Hanzawa says that not only are Chinese politicians to blame if peace is disturbed, but also Japanese Government officials.

LATEST INCREASE IN FEES.

FIREWORKS LICENCE RATES.

The Gazette contains the draft of an Ordinance to amend the Gunpowder and Fireworks Ordinance, 1901.

It is proposed to raise the fees for licences to manufacture gunpowder and fireworks. The fees for these, fixed by section 4 and 6 of the principal Ordinance, are \$25 and \$10 per annum respectively. Under the analogous Dangerous Goods Ordinance (No. 1 of 1873, s.5) the fees prescribed for licences are dealt with by Regulations made by the Governor in Council also fixes fees for licences under several other Ordinances.

It is intended that a fee of \$250 shall be fixed for each class of licence.

This Ordinance, therefore, repeals sub-section (2) of section 4 and sub-section (4) of section 6 of the principal Ordinance and, by an amendment of section 16, enables the Governor in Council to make rules with regard to the fees to be paid by licensees under that Ordinance.

HONGKONG SHARE MARKET.

OFFICIAL SUMMARY BY STOCK EXCHANGE.

The market opened steady this morning with a good demand all round.

Banks were again in demand at \$2,040.

Cantons were also in request at \$1,545, as were Unions at \$555 after sales at this rate and \$500.

H.K. Fires were also in demand at \$1,485.

Raubs, after being dealt in at \$415, had further sellers at this rate, but buyers offered only \$41.

Whampoa Bucks were wanted at the advanced rate of \$30.

Providents (old) could have been obtained at \$6.00, but at the close there were buyers at \$6.45.

Hotels (old), after being dealt in at \$17.30, were on offer at \$17.40. The new shares were in demand at \$10.65.

Lands, which were dealt in at \$91, had further sellers at this quotation, and at the close there were buyers at \$90½.

Realities, which were reported done at \$17.40 and \$17.45, could have been obtained at \$17½.

Fees were reported to have been done at \$16.35, and at the end there were buyers at \$16.15. Shanghai Cottons were in demand at yesterday's rate—Tails 108. Zong Sing advanced to a buying rate of \$15.13½.

Trams, which were dealt in at \$23.00 and \$24, closed with buyers at \$23½, with sellers asking \$24.

Star Ferries were dealt in at \$95, and at the close there were buyers at \$95½.

Electricies could have been obtained at \$84, and at the close there were buyers offering \$83.

Telephones (fully paid) were in demand at \$44.

Cements (combined) were done at \$20.00 and \$20.70, after which there were buyers at \$20½ and sellers at \$20.65.

Watsons were in demand at \$17.30. Constructions (cum rights) could have been obtained at \$14.

CHINESE ANNOYED.

VAIN WAIT FOR THE LINDBERGH.

Shanghai, Sept. 18. All preparations for the reception of the Lindberghs have been completed. They were greatly hindered by the rapid rise of the Yangtze which swept away the jetties from the stages on shore.—*Reuter*.

A Postponement.

Fukuoka, Sept. 18. The Lindberghs have postponed their departure until Saturday.—*Reuter*.

Going to Europe.

Osaka, Sept. 18. Lindbergh has stated to pressmen that after spending a few days in Nanking he will leave for Europe, but his route has not been decided.—*Reuter*.

Chinese Feeling.

Nanking, Sept. 18. Col. Lindbergh's "lack of promptness" in informing the Chinese authorities of his movements has caused considerable dissatisfaction, especially in Chinese circles.

It is pointed out that the only telegram from Lindbergh to the Chinese authorities was dated September 11, transmitted via the Chinese Legation at Tokyo. Lindbergh was expected on September 20, but learning last night that he was due to-day, preparations for his arrival were feverishly hastened, and a reception committee and aviation officials waited in vain, while river traffic was cleared.

After a long wait, it was learned that Lindbergh had postponed his departure from Fukuoka. The general feeling in the capital is that he should have shown "greater consideration" for the Chinese authorities.—*Reuter*.

THE NEW SERVICE RESERVOIR.

PART OF PUBLIC GARDENS CLOSED.

It is notified in the Gazette that the portion of the Old Public Gardens known as the Upper and Lower Terraces, including the north-western entrance from Upper Albert Road, will be closed to the public until further notice, during the construction of the Public Gardens Service Reservoir.

Prayer

Anthem—"Send out Thy Light"

Offertory

Hymn—"Rest of the Weary, Joy of the Sad"

Sermon—"The Remaking of Life"

Hymn—"Crown Him with Many Crowns"

National Anthem

Benediction

Voluntary

12.15 p.m. Chinese Recorded Programme.

8.00 p.m. Local Time and Weather Report.

2.00 p.m. Close Down.

8.00-10.00 p.m. European Programme of Victor Records kindly supplied by Messrs. Tsang Fook Piano Co.

8.00 p.m. Local Time and Weather Report.

8.04-8.35 p.m. Orchestral.

Prelude in B Minor (Bach).

Leopold Stokowski and the Philadelphia Orchestra. 7810.

L'Arlesienne-Prelude (Bizet).

Royal Opera Orchestra, Covent Garden. 9112.

Don Juan (Richard Strauss).

Symphony Orchestra under the direction of Albert Coates. 9114-9115.

8.35-8.53 p.m. Organ Solos.

Choral No. 3 in a Minor (Franck).

Guy Weitz. 35948.

Fugue in C Minor (Bach).

Fantasia in C Minor (Bach).

Marcel Dupre. 9284.

8.54-10.00 p.m. A Concert.

Song—"How Beautiful Upon the Earth"

(Harker).

Song—"The Holy City" (Weatherly-Adams).

Marion Talley (Soprano). 6919.

Violin Solo-Slavonic Dance No. 5 (Dvorak-Kreisler).

Violin Solo-Andante (Dvorak-Kreisler).

Fritz Kreisler. 7225.

Choral—"Hark! Hark, My Soul" (Faber-Smart).

Choral—"Sun of My Soul" (Kebler).

Ritter.

St. Bartholomew's Choral. 22622.

Piano Solo-Polonaise (Chopin).

Ignace Jan Paderewski. 7391.

Chorus-Cavalleria Rusticana-Let us Sing Our Lord's Wondrous Story (Mascagni).

Chorus-Cavalleria Rusticana-Blossoms of Orange (Mascagni).

Metropolitan Opera Chorus. 9150.

Quartet-Quartettsatz in C Minor (Schubert).

Budapest String Quartet. 9278.

Song—"Voice of the Night" (Lardini-de-Curtis).

Song—"Santa Lucia, I Long For You" (Mario).

Bonlamino Gigli (Tenor). 6925.

String Simphonietta-Elegie (Tschalkowsky).

The Philadelphia Chamber String Simphonietta. 4151.

10.00 p.m. Close Down.

Shortwave Stations.

The following is a list of stations and approximate times—

Java Stations—Bandung PLM 24.40 metres from about 5.20 p.m. gramophone records and telephony tests with Sydney, Australia, and other stations. Usual call after records "Hullo Sydney."

Tanjong Priok, 21 metres from 6.30 p.m.

Radio Society of Bandoeng, PMJ 60.2 metres from 6.40 p.m. to 8.40 p.m. Sourabaya 8 a.m. 50 metres, from 6.40 p.m. to 8.40 p.m. Batavia, 75 metres, same time.

Bangkok, ESAP 37 metres 8 p.m. to 11 p.m. tests sometimes till after midnight.

Chelmsford, GSW 25.53 metres 1 a.m. to 6 a.m. (except Tuesdays and Sundays).

Moscow, 50 metres, from midnight or later.

Khabarovsk Russia, 70.1 metres from about 4 p.m.

Pontoise, France, 10 and 27.6 metres from about 6 p.m.

Radio-Roma, Italy 3RO, 25.4 metres from about 11 p.m.

Schenectady, New York, W2XAD 19.51 metres 1 a.m. to 3 a.m. W2XAF 31.48 metres from 5.30 a.m.

Zeesen, Germany, 51.33 metres from 8 p.m.

Kuala Lumpur Radio Society, 47 metres. From 6.30 p.m. Asiatic music, Gramophone records and market news.

Long Island, W2XV, 62.5 or 34.05 metres from 11 p.m.

H.M.V. London, 25.3 metres from 11 p.m. latest records.

P.C.J. Eindhoven, Holland, on Wednesday, Thursday, Friday and Saturday (1) 31.25 metres from about 9.30 p.m. Calls in English "Hello Everybody, this is Station PCJ etc." also in six other languages.

Vatikan-City, 19.84 or 50 metres (times vary).

Singapore, VSIAB, 42 metres, from 9.30 p.m. on Wednesdays and Sundays.

Nairobi, Kenya Colony, YLO 31.4, metres from about 11 p.m.

Melbourne, VK3ME, 31.55 metres from 5 to 6.30 p.m. on Wednesdays.

Sydney, 31.3 metres from 4.30 p.m.

Djakarta, Java, 43.3 metres from 6.40 p.m. to 8.40 p.m.

Medan, 44 metres, high mass on Sundays from 8 a.m.

Bound Brook, New Jersey, W2XAL, 40.1 metres from 1 a.m.

Patting Hill, Tooting on 75 metres. [This list is subject to alteration and approximate local times are given.]

RADIO BROADCAST

TO-NIGHT'S DANCE MUSIC PROGRAMME.

Radio programme to be broadcast by Z. B. W. on a wavelength of 355 metres:

4.00-7.00 p.m. Chinese Programme.

7.00-11.30 p.m. European Programme of Columbia Records kindly supplied by Messrs. Anderson Music Co.

7.00 p.m. Mail Notice, etc.

7.03-7.31 p.m. Variety.

Band-Tondeleyo.

Band-Mother Goose Parade. 5629.

Debroy Somers Band. 5629.

Entertainer-In My Young Days.

Entertainer-The Nut Brown Ale of England.

Ernest Hastings at the Piano. 5642.

Instrumental-Lonely Little Doll.

Instrumental-Ragmuffin.

Rudy Starita (Xylophone), Len Filla (Guitar), Van Phillips (Saxophone) and Sid Bright (Piano). 5640.

Humorous Song-The Man Who Broke the Bank at Monte Carlo.

Humorous Song-Two Lovely Black Eyes.

Charles Coburn. 5665.

7.31-7.40 p.m. Operatic.

Song-Andrea Chenier-La Mamma Morta (Glerdano).

Iva Pacetti (Soprano). LX11.

Orchestral-Rhinogold-Entry of the Gods (Wagner).

The Bayreuth Festival Orch. L2010.

Vocal Duo-Rigoletto-Act. 1. Scene 2 (Verdi).

Carlo Gellmi and Ernesto Dominici. L2856.

8.00 p.m. (Local Time and Weather Report).

7.49-8.00 p.m.

Trio for Piano, Oboe and Bassoon (Poulenc).

F. Poulenc (Piano), M. Lamorlette (Oboe) and G. Dherin (Bassoon). 1st Movement-Frango.

2nd Movement-Andante.

3rd Movement-Rondo. L2223-L2224.

8.10-8.46 p.m. Orchestral.

Brigg Fair-An English Rhapsody (Bellus).

Sir Thomas Beecham and His Symphony Orchestra. L2294-L2295.

The Gipsy Baron-Overture (Johann Strauss).

Bruno Walter and The Symphony Orchestra. L2852.

Overton Overture Weber.

Willem Mengelberg and His Concertgebouw Orchestra. L2312.

8.46-9.30 p.m. A Concert.

Song-Romance (Rubinstein).

Song-Come to Me, O Beloved! (Bassani-Mallipore).

Sophie Braslav (Contralto). L2226.

Cello Solo-Andante Religioso (Thome).

Cello Solo-Melodie (Gluck-Squire).

W. H. Squire. L2060.

Song-Tom Der Reimer (Loewe).

Ivar Andersen (Bass). L2372.

Piano Solo-Kinderescenen (Scenes From Childhood) (Schumann).

Fanny Davies. L2321-L2322.

9.30-11.30 p.m. Dance Music.

Fox Trot-Say a Little Prayer For Me.

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When a Gay Bachelor becomes good—A Good Wife wants to be Bad! It's the Sauciest, Friskiest, Brightest Love Farce to reach the Screen. You Bet It's Fun—But

Don't Bet on Women.

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SINCERE'S OFFER OF CREDIT MEMOS TO CLOSE ON SEPTEMBER 20th.

It is gratifying to note that since our announcement of giving 10% Credit Memos to our customers who made their cash purchases during our last "Sale," we have been giving away several thousand dollars every day, and up to now more than half of our hundreds of thousands of customers have called for their shares.

As we are anxious to clear the small outstanding sum, holders of our Counter Sale Memos qualified for this special offer, are requested to call for the Credit Memos due thereon, (counter sale memos to be produced) not later than September 20th, 1931.

Time: From 10 a.m. to 7 p.m. daily.

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(Opposite Hongkong Hotel.)

TWO INTERPORTERS IN BOWLS GAMES.

F. CULLEN AND R. LAPSLEY
ADVANCE.

Two interporters in F. Cullen and R. Lapsley, both of the Kowloon Dock, won their ties in the second round of the Lawn Bowls Championship, their opponents being A. H. Oawick (Civil Service C.C.) and H. Overy (Kowloon C.C.) respectively.

The match between Cullen and Oawick was played on Wednesday on the Club de Recreio green, the Kowloon Dock player emerging winner by 21 shots to 18.

Lapsley and Overy also met on the Club de Recreio green on Wednesday, the interporter winning by 21 shots to 16.

Hongkong Bowler in Canada.

Since going to Canada on leave, A. W. Grimmitt of the Revenue Department, has been playing quite a lot of bowls, and in a number of competitions which were organised whilst he has been on the other side of the Pacific, he has met with a large measure of success.

Grimmitt is a well-known personality of the bowling green in Hongkong and will be remembered for the prominent part he took in the interport matches in Shanghai in 1923 when playing No. 3 to J. Ferguson. He has also done yeoman work for the Civil Service C.C., to whom he has been most invaluable. If memory serves, he was responsible for Cragg's power's defeat in the final of the Speer Royal Cup in the same year by successfully skipping the Civil Service C.C. rink.

The latest achievement of Grimmitt has been his success in the British Columbia Lawn Bowling Association competition for the Henry Birks Trophy. The brilliant Hongkong bowler, who has been playing for the Vancouver Club, met Archie Stevenson of Kerrisdale on Stanley Park Greens.

Stevenson had the better of the games at the commencement, the score standing at one time, 13-3 in his favour. Grimmitt picked up until about the twenty-third end when the score stood 19-18 in favour of Stevenson. Grimmitt secured a three on the next end which won the game. Bill Blane of the Vancouver Club won a hard game from Don Leth of New Westminster at Kerrisdale. Blane led for practically the whole game until the twenty-eighth end when the score stood 19-15. Blane scored two on the next end and won.

Jim Richmond had a rather easy victory over Joe Lyon of Stanley Park on the Kerrisdale Green winning 21-6. Joe Lyon was rather off form while Richmond was playing an unbeatable game. Whent of Vancouver South also won quite handsily over Wilson Bell of Terminal, winning 21-7.

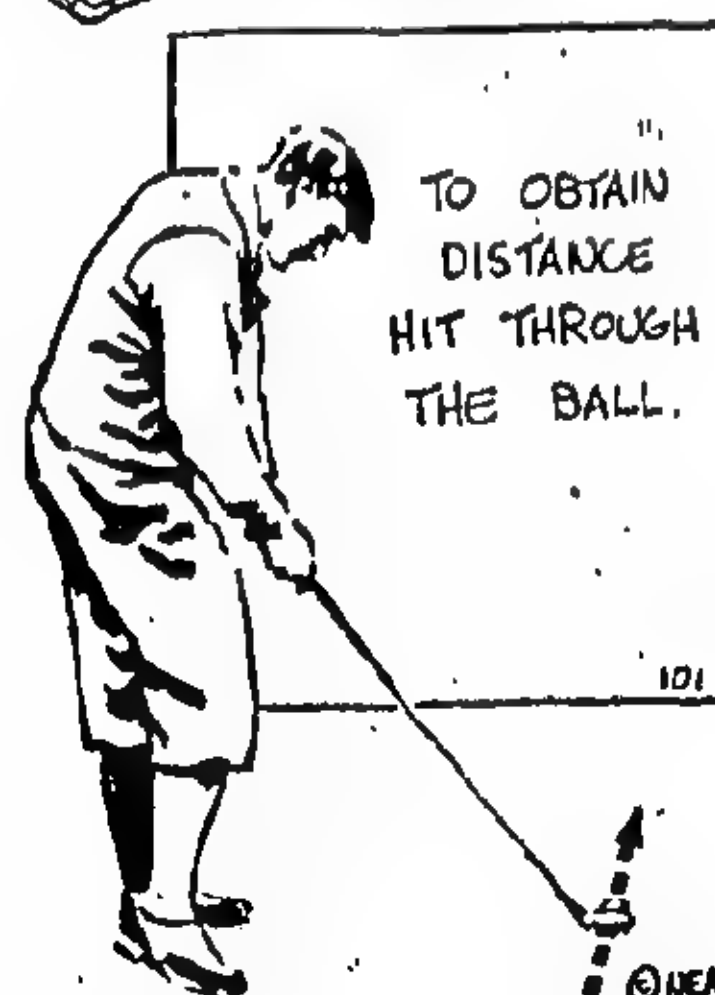
In the semi-finals Grimmitt was to meet Whent while Bill Blane opposed Jim Richmond.

RUGGER AT KOWLOON.

K.B.S.F.A. TO HAVE
PRACTICE GAME.

The rugby teams formed by the Kowloon British School Former Pupils' Association are to stage a practice game at the Association grounds, King's Park, on Saturday, September 20. All members desirous of being selected are requested to turn out to practise on Wednesday when the teams will be chosen.

GOLF
as
the STARS
play it



How can one acquire distance off the tee?

"Proper timing is the secret of long driving," says Louie Jim Barnes, former open champion and himself a tremendous hitter.

Barnes' theory is that the club-head should be travelling at its greatest speed just as it comes into the ball. This speed is acquired by gradually accelerating the downswing, and is aided by a forward snap of the wrists in the path the hands are travelling just before the clubhead meets the ball.

An attempt to attain the maximum speed with the clubhead at a spot an inch or two in front of where the ball is teed is known as hitting through the ball. This particular method, is common among the professionals.—ART KRENZ.



Rebecca, a husband, film "fat man" of a decade ago, and Miss Addie McPhail, who are to be married in the autumn.

PING PONG TOURNEY.

SCHEDULE OF GAMES IN
MEN'S SINGLES.

Further matches in the above men's singles of the Ping Pong Tourney have been scheduled to take place, as follows:

Sept. 22.—Leung Pui-wah v. Chan Ying-ding (Fukien Athletic); Lui Wai-hung v. Siu Sul-ching (Eastern Athletic).

Sept. 23.—Cheng Kwok-wing v. Chui Fook-cheung (Confucian Assoc.); So Pui-yip v. Siu Siu-nang (Confucian Association).

Sept. 24.—C. M. Xavier v. Siu Sik-chuen (South China Ath.).

This racket is especially made to meet the general demand for an attractive looking yet durable racket at a very moderate price. *Strung with reliable quality black super service tropical gut.* A very useful and hardwearing racket for every day play and is confidently recommended to all tennis players.



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RECREIO OUTPLAYED.

U.S.R.C. CAPTURE EIGHT
SETS.

Entertaining the Club de Recreio in the Mixed Doubles Tennis League on Wednesday, the United Services R.C. proved to be in great form, winning by eight sets to love, leaving one unfinished. Scores:

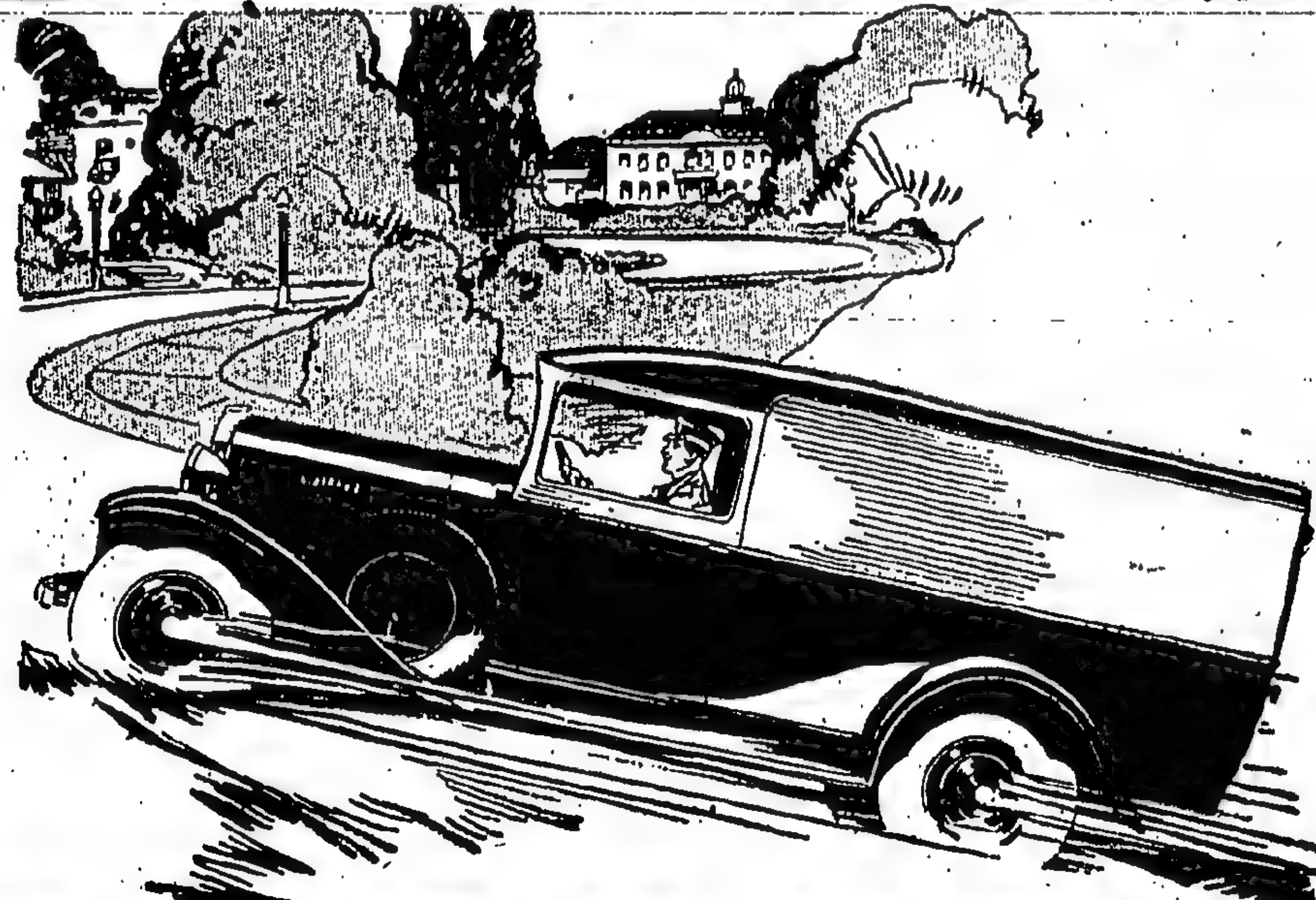
Col. Robinson and Mrs. Kearny (U.S.R.C.) beat Remedios and Miss

Ribeiro 8-4; beat V. Yvanovich and Miss da Rosa 7-6; led Noronha and Miss Botelho 5-4.

Lieut. Waring and Mrs. Dook (U.S.R.C.) beat Remedios and Miss Botelho 8-4; beat Yvanovich and Miss da Rosa 6-1.

Capt. Moir and Mrs. Lochner (U.S.R.C.) beat Remedios and Miss Botelho 7-6; beat Noronha and Miss Botelho 6-1; beat Yvanovich and Miss da Rosa 6-1.

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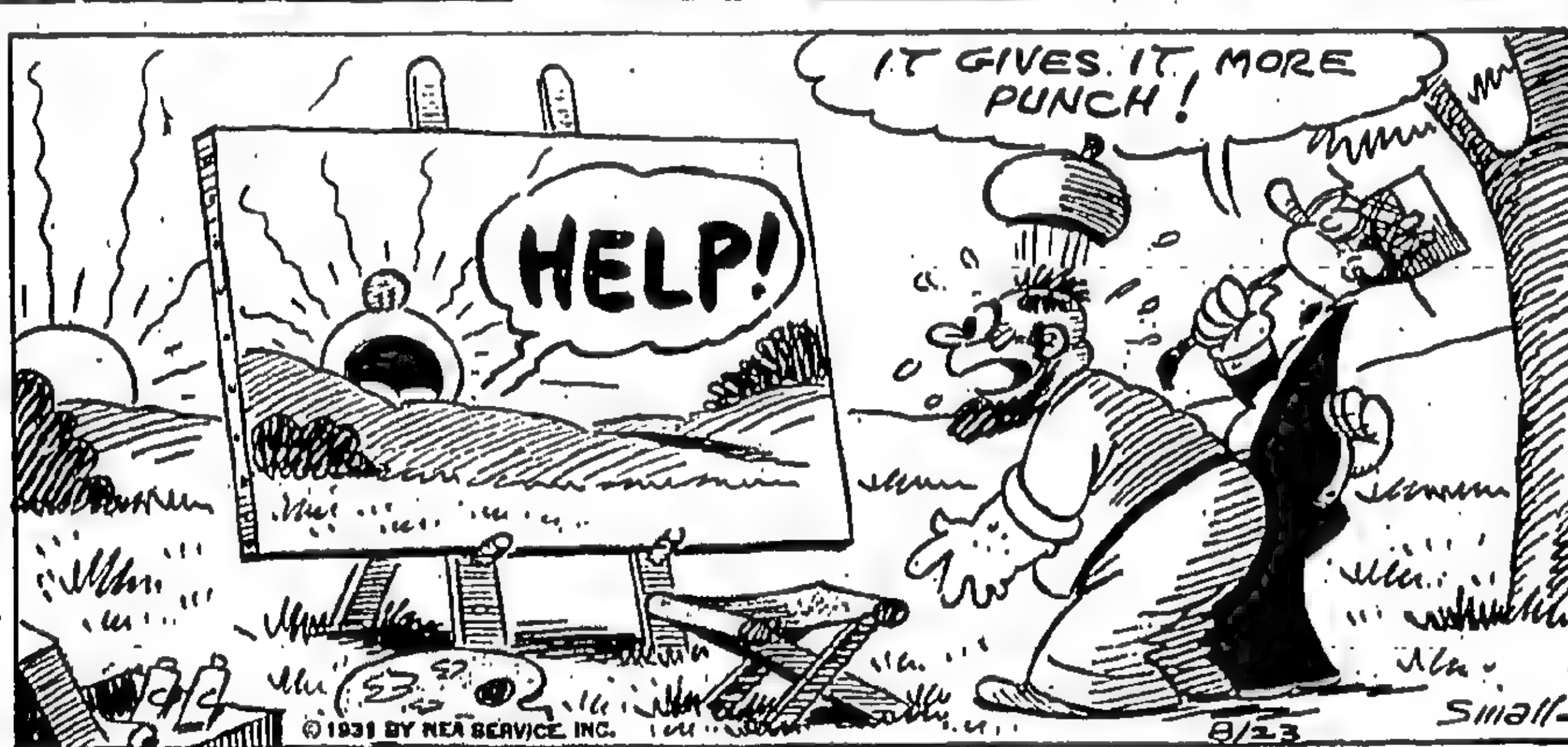
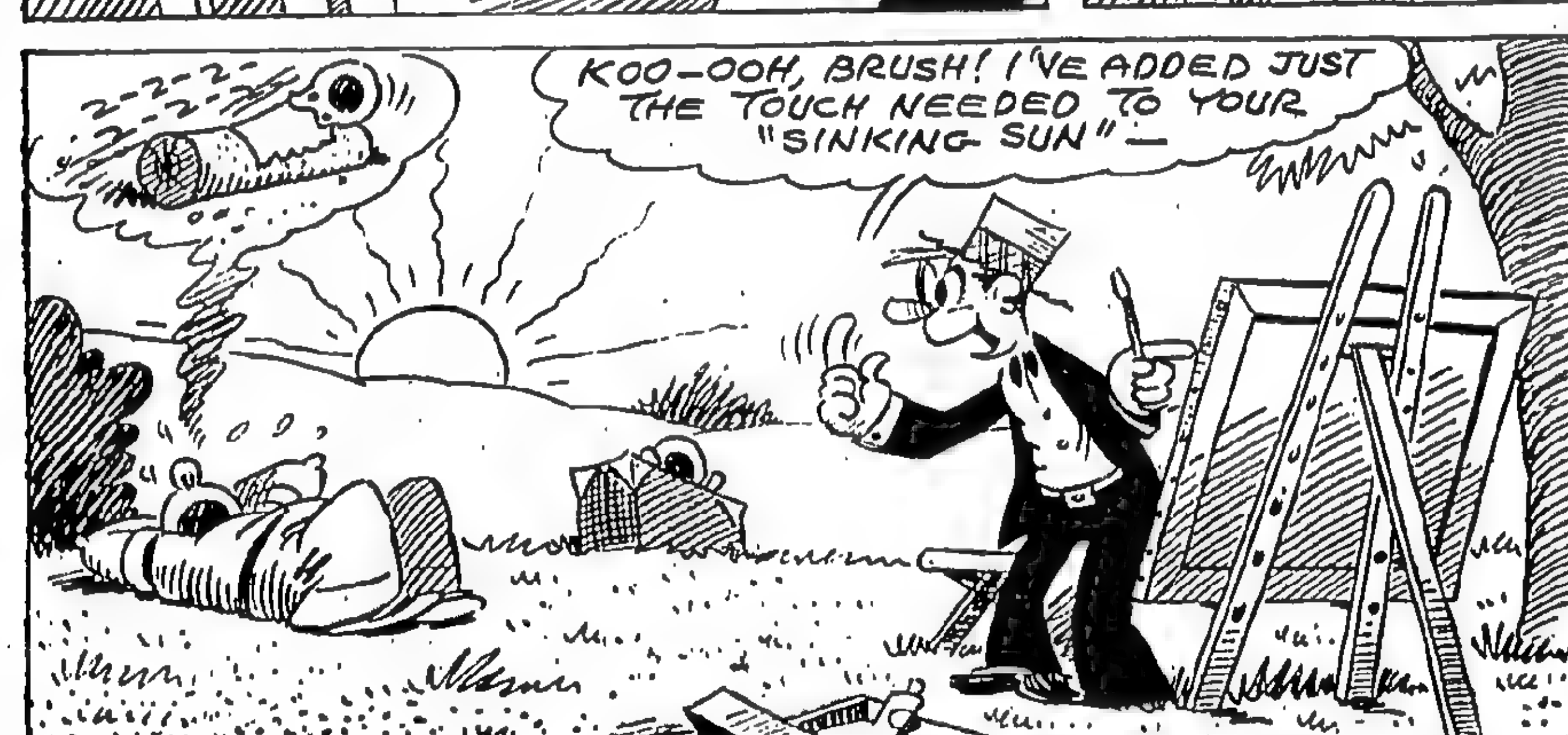
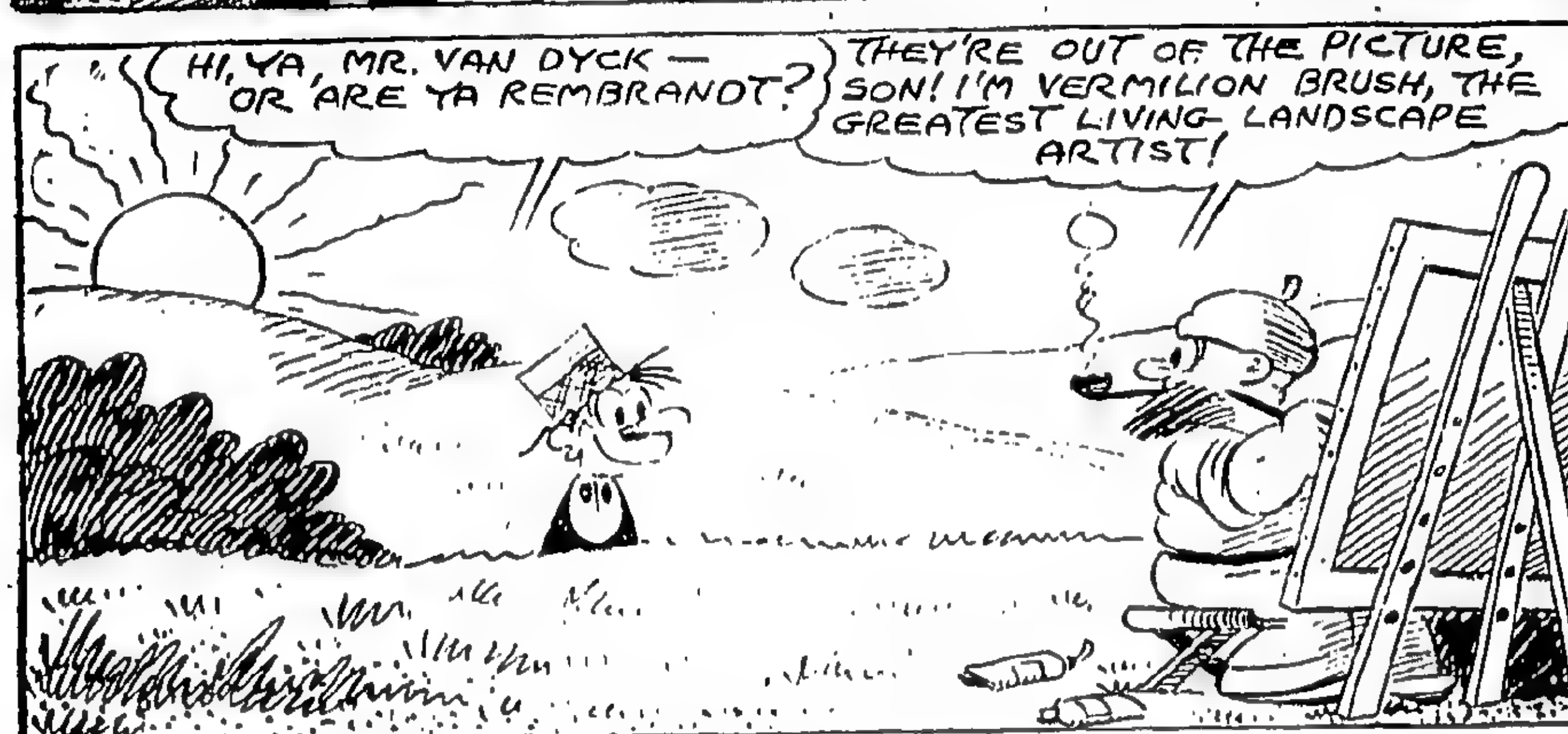
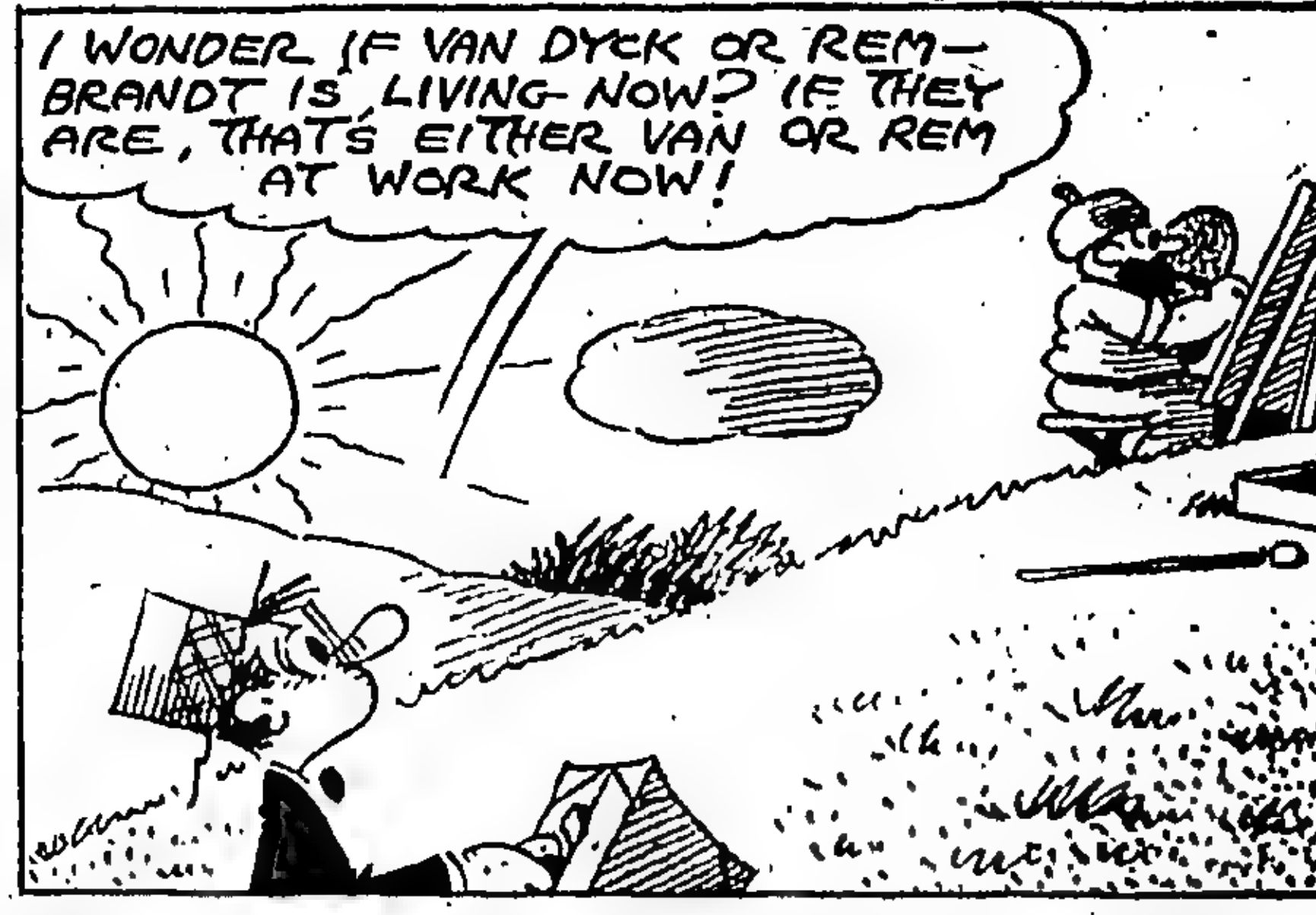
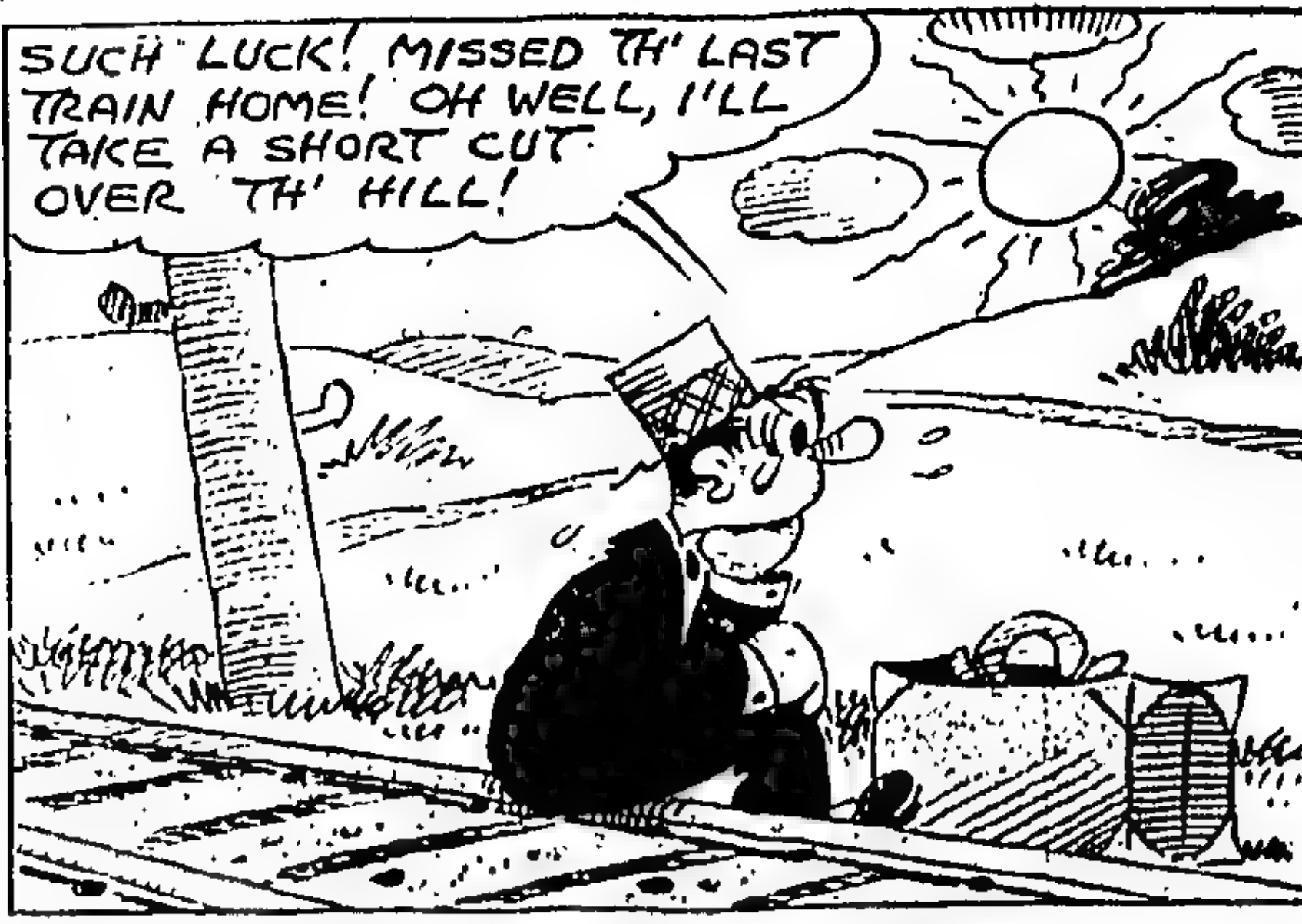
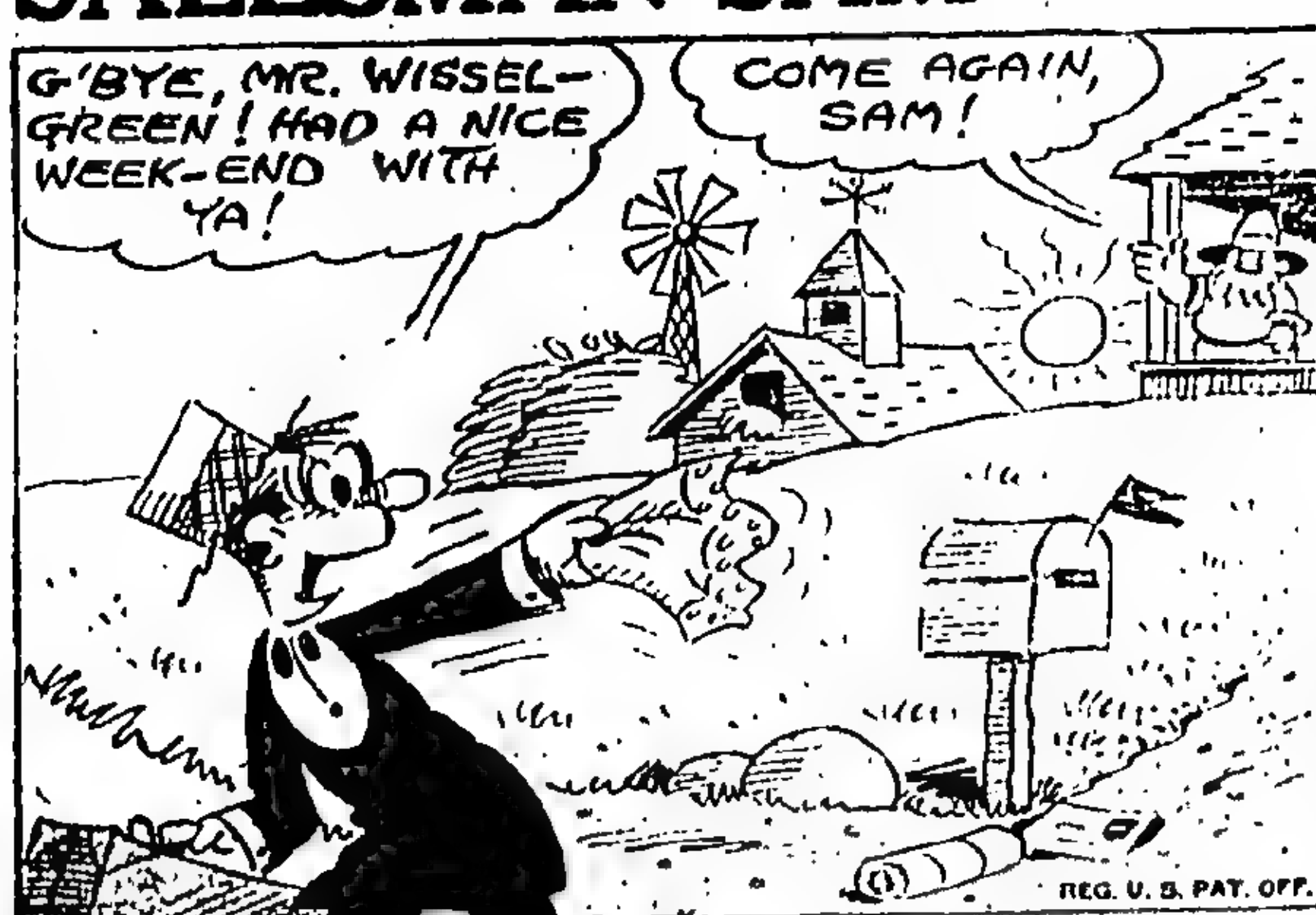
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Tennis Bats
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Tennis Nets
Best English Manufacture
\$21.00 each.
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6 Sets.
Metal Lawn
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Everything for Hockey



HOCKEY STICKS

Manufactured by Hazel & Co., London,
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5 only The "County" Assorted Wts. \$5.00
4 " The "Driver" " 6.00
1 " The "Match" 2307. " 6.00
1 " The "Suoreme" 21 " 7.50
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14 pair only Shin Guards. \$2.00 per pair.
48 only Bates 5 1/2 oz. Hockey Balls \$1.00 each.
13 only special Match Hand made \$2.50

We have decided to
clear our entire stock of
Sports equipment, and
have therefore marked
everything down to a
price far below to-days
cost.

Sports Clubs, Regi-
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Hockey Clubs, should
not miss This splendid
opportunity to secure
some bargains. Limited
quantity only.

Whiteaway,
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Limited.

Gymnasium Requisites



CRICKET BATS.

Made by Messrs. GUNN & MOORE.
The "Autograph" Reg. Treble Spring.
4 only Size 6 \$7.50
3 " " 5 \$7.50
1 " " 4 \$5.00

ASSOCIATION FOOTBALL CASES.

8 only. Clinker Football Cases, Rough
Seam for hard ground. \$1.00
20 only. Clinker Football Cases. \$2.50

20 Only
SANDOW'S
Spring grip Dumb-bell
asst. weights.
\$5.00

3 Sets Only
Boxing Gloves
\$5.00 Set.

2 Only
Wells Punching Balls.
(Incomplete)
\$2.50 each.

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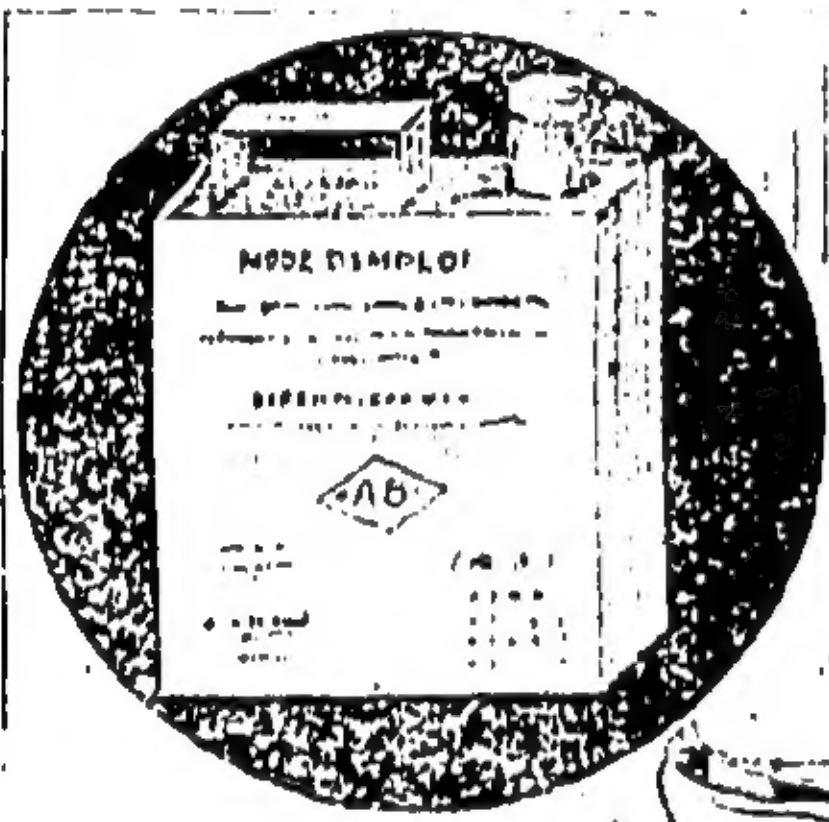
SPECIAL PRICE **\$3.25** PER YARD.

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NEW Don't be too late! **NEW**



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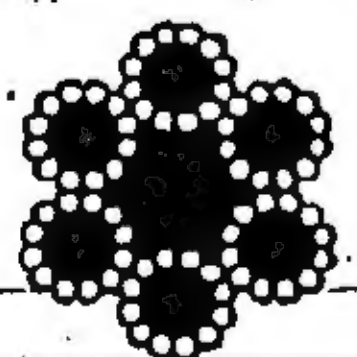
Use **FLUIDE EXPRESS** once for ever.

Sole Agents: **Compagnie Optorg**,
Prince's Building, Des Voeux Road, Central. Tel. 24522.

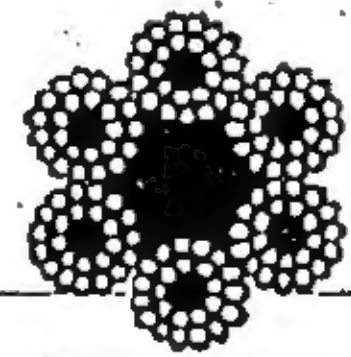
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Massage.

Hand and Electric
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Recommended for many years for
Government, Civil Hospital, Peak
Hospital, etc., and by all the local
doctors.
24, Wyndham Street, Tel. 24045.

KING'S THEATRE ATTRACTION.



Charles Farrell and Elissa Landi in "Body and Soul," the attraction opening at the King's Theatre to-day.

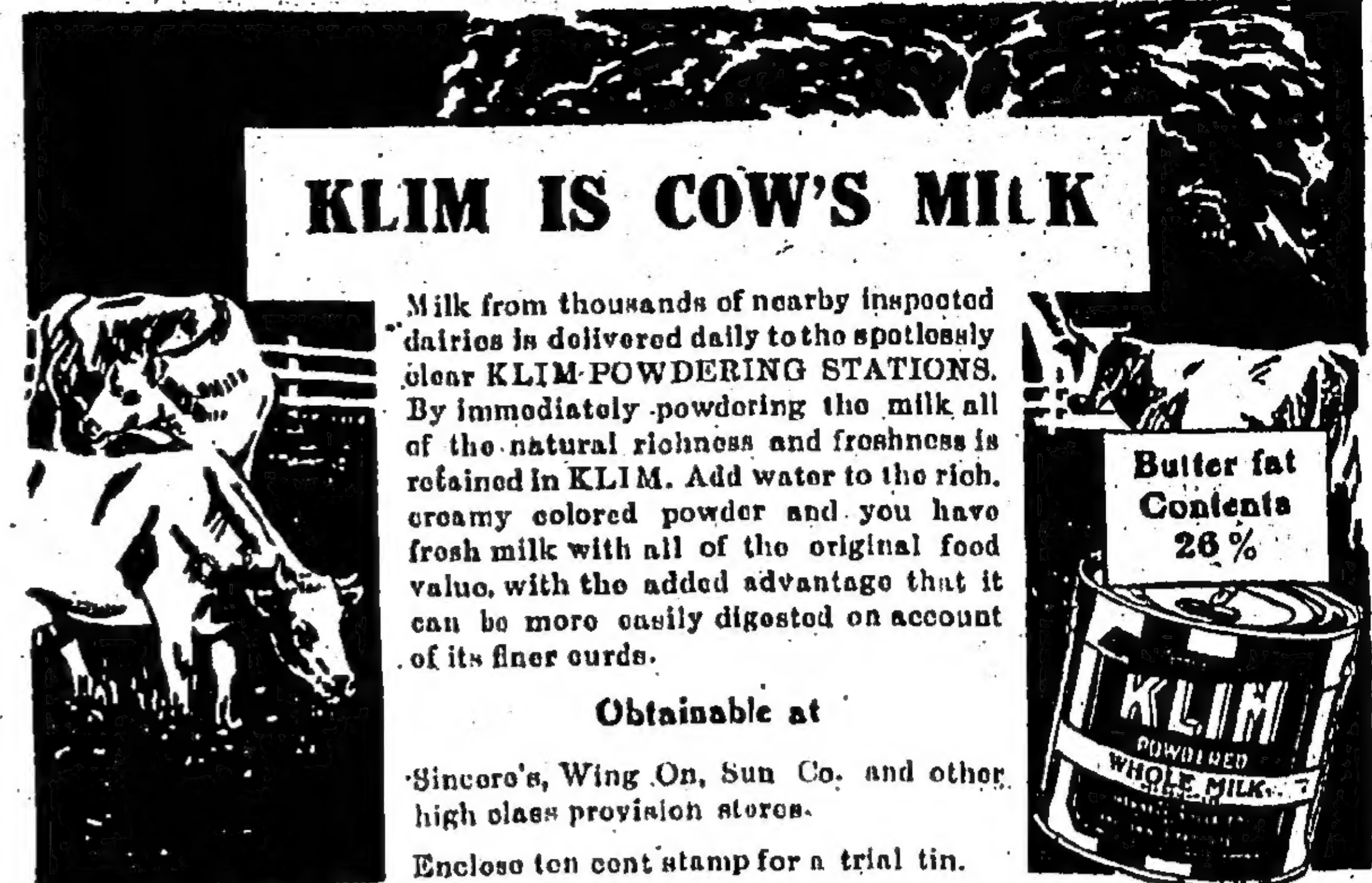
TWO CASES FOR SESSIONS.

GUIMARAES TO BE TRIED.

There are two cases down for trial at this month's Criminal Sessions which commence at the Supreme Court on Monday, both of which will be taken by the Paine Judge (Mr. Justice Lind-sell).

The first concerns Kong Fu and Tsang Sang who are charged that on August 9, this year, at an un-numbered hut, Chu Ka Tsai, Old

Kowloon Tong, they robbed So Ying of various articles of clothing, a sheet, a pair of rattan cloth bangles, a gold neck-chain, a gold ring and a pair of ear-rings, and Tse Ng and Wong Luk-mui of gold rings. There is an alternative count against each



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SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.
Hongkong Bank, \$2,040 b.
Chartered Bank, \$11 1/2 n.
Mercantile A. and B., \$18 1/2 n.
East Asia \$184 n.

Insurances.
Canton Ins., \$1545 b.
Union Ins., 555 b.
China Underwriters \$6.20 n.
China Fires, \$800 n.
H.K. Fire Ins., \$1,485 b.

Shipping.
Douglas, \$24 n.
H. K. Steamboats, \$28 1/2 n.
Indo-China, (Def.) \$90 n.
Union Waterboats, \$28 1/2 b.

Mining.
Benquet, \$11.25 b.
Kailans, 27 1/2 n.
S'hai Explorations, Tls. 1.65 n.
Itauhs, \$41 1/2 b.

Docks, etc.
Kowloon Wharves, \$163 1/2
Whampoa Docks, \$30 b.
South China Motors \$10 n.
China Prospects, \$6.60 s.
Hongkew, Tls. 270 n.
New Engineers, Tls. 6.10 n.
Shanghai Docks, Tls. 106 n.

Cottons.
Ever Cottons, Tls. \$16.15 b.
S'hai Cotton Tls. 108 b.
Zoon Sings Tls. 134 1/2 b.

Lands, Hotels, etc.
H.K. & S. Hotels (old) \$17.40 a.
H.K. & S. Hotels (new) \$16.65 b.
H. K. Land, \$90 1/2 b.
S'hai Land Tls. 43 n.

Public Utilities.
Hampshire, \$22 b.
Realities, \$17.40 n.

Tramways, etc.
Peak Trams (old) \$11.75 n.
Star Ferries, \$9 1/2 b.
China Light, \$29 1/2 n.
H. K. Electric, \$88 n.
Macao Electric, \$23 n.
Telephones, \$44 b.
China Buses, Tls. 17.60 n.
Singapore Traction, 3/9 n.

Industrials.
China Sugars 59 cts. n.
Malabona \$39 n.
Canton Ice, \$7.90 n.
Cement (Comm.) \$20.65 a.
Rope, \$21.75 n.

Stores, etc.
Dairy Farms, \$32 1/2 n.
Watson, \$17.30 b.
Der A. Wings, \$1 n.
Lane Crawford, \$8.29 n.
Mackintosh, \$19 n.
Singeres, \$20 b.
Powells, \$3.60 n.

Miscellaneous.
Amusements, \$27 n.
Amusements, New "P" \$21.60 b.
Entertainments \$16 1/2 b.
Constructions, \$14. s. G. Rts.
B'que In. G. Bonds, 72 1/2 b.

EXCHANGE RATES.

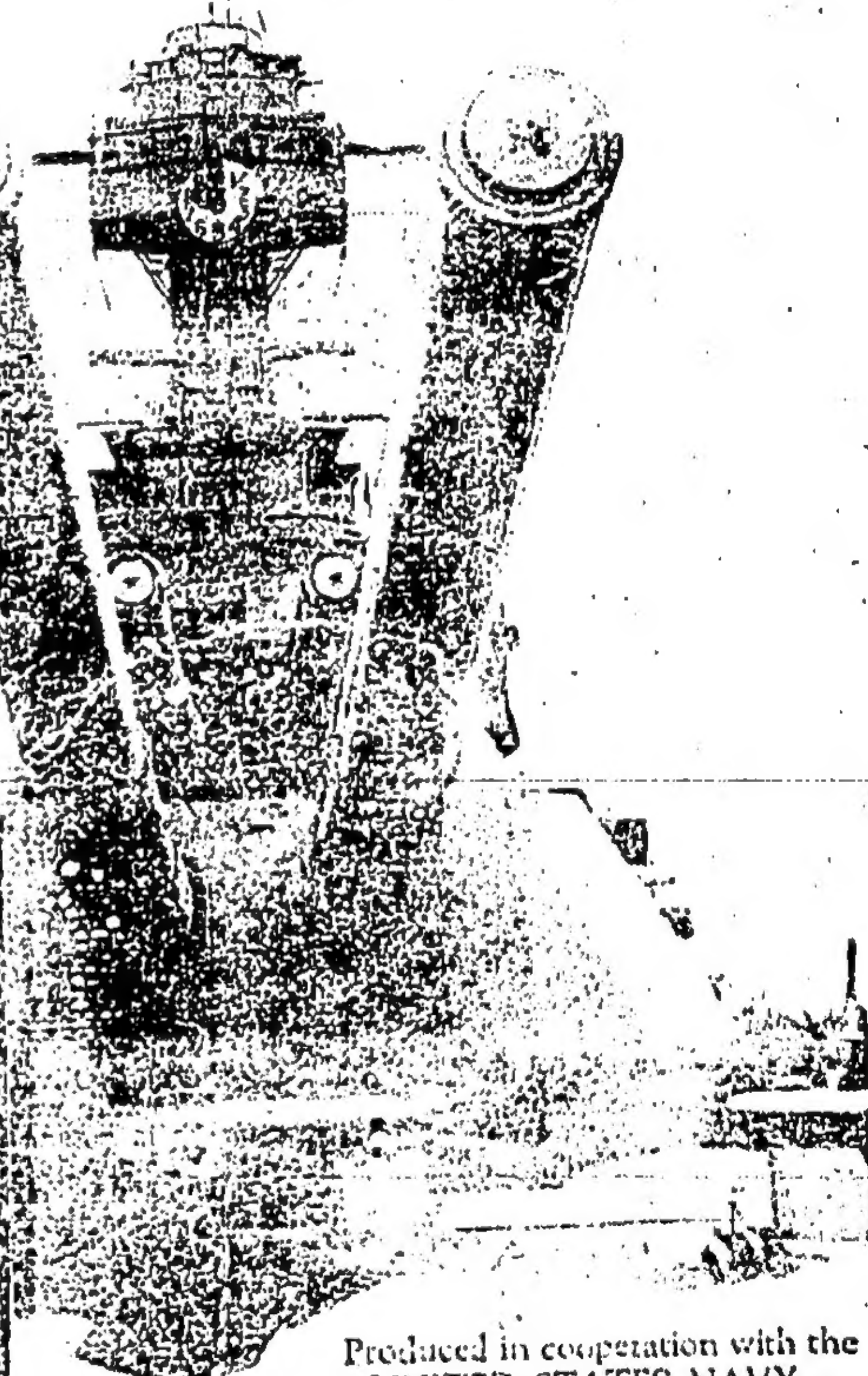
	Previous Day.	Yesterday.
Paris	123.90 1/2	123.90 1/2
Geneva	24.9 1/2	24.87 1/2
Berlin	20.59 1/2	20.56 1/2
Oslo	18.17 1/2	18.18 1/2
Helsingfors	19.24	19.24
Athens	37 1/2	37 1/2
Buenos Aires	29 1/2	29 1/2
Shanghai	1/2	1/2
New York	48 1/2	48.15 1/2
Amsterdam	12.04 1/2	12.04
Stockholm	18.16	18.16
Vienna	34.58	34.6
Madrid	53.05	53.05
Funcher	517	517
Montevideo	21 1/2	21 1/2
Hongkong	11 1/2	11 1/2
Brussels	34.04 1/2	34.85 1/2
Milan	92.90 1/2	92.89 1/2
Copenhagen	18.18 1/2	18.18 1/2
Prague	104 1/2	104 1/2
Lisbon	110	110
Rio	3	3
Bombay	1/5 1/2	1/5 1/2
Yokohama	2/0.13/32	2/0.13/32
Silver (spot)	12 1/2	12 1/2
(forward)	13	12 1/2

—British Wireless.

AT THE QUEEN'S

**IT'S READY TO FIRE THE
OPENING SHOT TOMORROW!**

The
Thrilling
Epic of the
Sea—
Bringing you
The new
Star!



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UNITED STATES NAVY—

ROBERT

MONTGOMERY

in his first great starring entertainment

SHIPMATES

with
ERNEST TORRENCE
DOROTHY JORDAN
HOBERT BOSWORTH
CLIFF EDWARDS

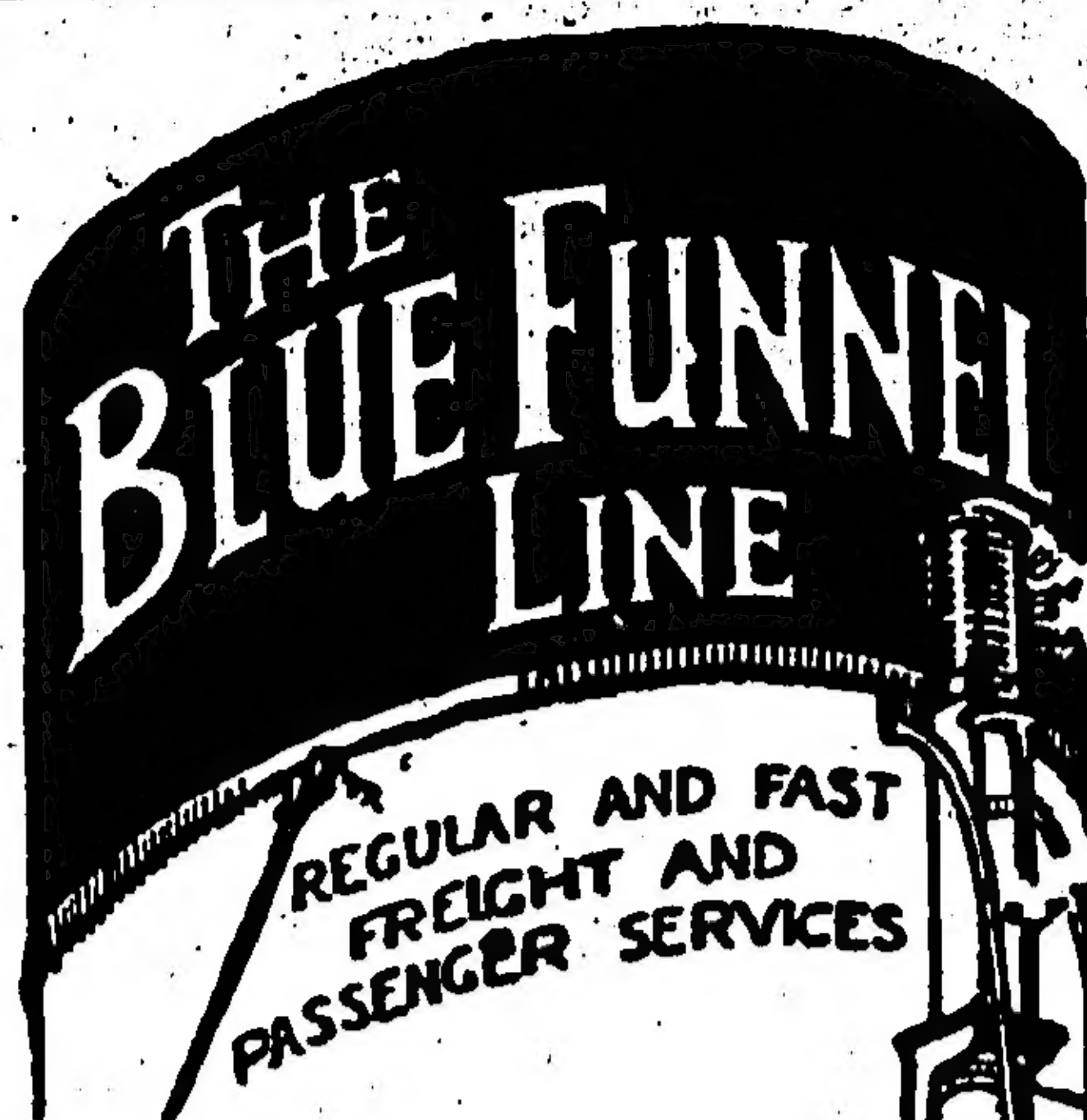
directed by HARRY POLLARD

Perhaps never before has the glamor of
naval life been so thrillingly put on the
screen! Excitement from start to finish!
And how you'll enjoy Bob Montgomery
as the sailor who amazes the whole Navy
by winning the Admiral's daughter. Here's
the talkie you'll talk about!



A METRO-GOLDWYN-MAYER PICTURE





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AENEAS 29th Sept. For Marseilles, London, R'dam & Glasgow
PERSEUS 13th Oct. For Marseilles, Osnabrunn, L'don, Rotterdam & Hamburg

LIVERPOOL SERVICE

NINGBOH 25th Sept. For Port Said, Havre, L'pool, & Glasgow
ASPHALION 11th Oct. For Port Said, Havre, L'pool & Glasgow

NEW YORK SERVICE

MINESTRUS 5th Oct. For Boston, New York & Baltimore via Philippines & Singapore

PACIFIC SERVICE (via Kobe and Yokohama)

TYNDAREUS 17th Oct. For Victoria, Van'ver & Seattle
PROTESILAUS 19th Nov. For Victoria, Van'ver & Seattle

INWARD SERVICE

ELPENOR Due 27th Sept. For S'hai, Moji, Kobe & Yokohama
PYRRIUS Due 30th Sept. For Shanghai, Kobe, Yokohama

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All bookings are subject to the provisions of the Company's Bill of Lading.

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VARYING FROM \$79 to \$120—ON SALE.

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Asama Maru ... Wednesday, 30th Sept.
Shinyo Maru ... Tuesday, 13th Oct.
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Hikawa Maru ... Tuesday, 6th Oct.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.
Torakuni Maru ... Saturday, 19th Sept.
Hakusan Maru ... Saturday, 3rd Oct.
SYDNEY & MELBOURNE via Manila & Port.
Atsuta Maru ... Wednesday, 26th Sept.
Kamo Maru ... Saturday, 24th Oct.
BOMBAY via Singapore, Penang & Colombo.
Tokio Maru ... Sunday, 27th Sept.
Tango Maru ... Tuesday, 13th Oct.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.
Rakuyo Maru ... Thursday, 15th Oct.
NEW YORK, BOSTON via Panama.
Toba Maru ... Tuesday, 29th Sept.
LIVERPOOL via Port Said, Constantinople.
Genoa & Marseilles.
Jima Maru ... Sunday, 11th Oct.
CALCUTTA via Singapore, Penang & Rangoon.
Ponang Maru ... Tuesday, 29th Sept.
Hakodati Maru ... Thursday, 8th Oct.
SHANGHAI, KOBE & YOKOHAMA.
Katori Maru ... Saturday, 19th Sept.
Toyooka Maru ... Tuesday, 13th Sept.
Tokushima Maru (Kobe Direct) Thurs, 24th Sept.
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SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAU via SWATOW & SHANGHAI	Yataisheng Hangsang Chakasang Kwaisang	Sun. 20th Sept at 10 a.m. Thurs. 24th Sept at 10 a.m. Sun. 27th Sept at 10 a.m. Wed. 30th Sept at 10 a.m.
TO SINGAPORE PENANG & CALCUTTA	Suisang Kutsang Hosang	Mon. 21st Sept at 3 p.m. Thurs. 8th Oct at 3 p.m. Sat. 17th Oct at 3 p.m.
TO OSAKA via AMOY & KOBE	Hosang Yuenang Kumsang	Fri. 25th Sept at 7 a.m. Wed. 7th Oct at 7 a.m. Sun. 18th Oct at 7 a.m.
TO SANDAKAN	Hinsang Yusang	Thurs. 24th Sept at 3 p.m. Sun. 4th Oct at 3 p.m.
TO TIENTSIN via SWATOW, POCHOW & CHEFOO	Cheongshing Chipsing	Sun. 20th Sept at 7 a.m. Sun. 27th Sept at 7 a.m.

SUMMER TRIPS TO JAPAN.—Excellent first class accommodation on through steamers from Calcutta to Japan at the specially reduced return fare of \$225.00 to Kobe. These return tickets are available for three months.

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JARDINE, MATHESON & CO., LTD.

Telephone 30311. General Managers

ALLEGED THEFT OF COAL

LAUNCH CREW DISMISSED BY CEMENT CO.

An allegation that the crew of the Green Island Cement Company's launch, Hok Un, had been seen handing the company's coal over to another launch, in consequence of which the crew were dismissed, was made during the hearing of a Summary Court action yesterday afternoon, before the Police Judge (Mr. Justice Lindell).

This was an action by the coxswain and six members of the launch crew against the Green Island Cement Company for wages, totalling \$249.68.

Mr. F.C.E. Rendall was for plaintiffs while Mr. H. C. Macnamara appeared for the defence.

Mr. Rendall explained that his clients were dismissed on August 18, and they claimed 18 days wages and, in addition, wages in lieu of a month's notice.

Dismissals Justified.
Mr. Macnamara said that the dismissals without wages were

admission. Other members of the crew made denials and all were dismissed by Mr. Taylor.

Passing Company's Coal?

Mr. Macnamara submitted the company's case was that the crew of the Hok Un were passing the company's coal to the other launch. The work of the launch that afternoon was to tow a lighter containing cement to a ship at two o'clock; it was to return to tow the empty lighter back at five o'clock. The launch had no business to be where Mr. Taylor saw it, as no orders were given for it to proceed elsewhere.

Mr. Oliveira gave evidence to the effect that the launch was ordered to tow the lighter to the Macao wharf at two o'clock and return for it at five o'clock, in order to tow it back empty.

Replying to Mr. Rendall, witness said that, in fact, the launch returned at nine o'clock. It was not his duty to check the trip book, and he did not have anything to do with the coal, which was looked after by Mr. Cameron.

The case was provisionally adjourned until ten o'clock on the morning of the 28th.



When this plane soared aloft, its passengers couldn't see the ground disappearing beneath them. But flying nevertheless was described as "a great thrill" to these young members of the New York Institute for the Blind who took off from Roosevelt Field. Here you see them getting the "feel" of the ship before embarking on a jaunt through the clouds.

Justified but being called upon to establish justification, outlined his case. He said that on August 13, at about six o'clock in the evening, Mr. G. F. Taylor, assistant manager of the company, was returning from Macao on the s.s. Sui An. When the ship was in the harbour he noticed the Hok Un. It was at a spot where it ought not to have been. He became suspicious and watched it.

He heard the launch sound its whistle when it met another launch, which had no distinguishing marks. The two launches proceeded together in the direction of the Sui An. They pulled up to enable the Sui An to go through. Passing very close to the launch Mr. Taylor was able to read its name. Later, he saw that both launches were hooked together, side by side, and he saw something being passed from the Hok Un to the other launch. The light, however, was not good enough to see what was passed.

Mr. Macnamara continued that on August 18 the crew were brought before Mr. Taylor, Mr. J. J. Cameron, engineer, and Mr. O.M.S. Oliveira, of the office. The coxswain was questioned as to why he had gone so far west of where he ought to have been. He denied he had been at the spot mentioned. He was then told he was dismissed.

The coxswain asked for a chance, saying it was the first time it had happened, and Mr. Macnamara submitted that this amounted to a par-

BANK MERGER.

CHASE BANK & EQUITABLE EASTERN.

The Equitable Eastern Banking Corporation is in receipt of a cable from its New York office stating: "The Chase Bank announces that effective at the opening of business, October 1, 1931 the business and assets of the Equitable Eastern Banking Corporation will be consolidated with those of the Chase Bank and its affairs will be carried on thereafter under the name of the Chase Bank at New York City, Shanghai, Hongkong, Tientsin, Paris and Mexico City with the same management and personnel as heretofore."

ICE PROFITS.

DIVIDEND OF 20 CENTS PER SHARE.

Subject to audit, the Directors of the Hongkong and Canton Ice Manufacturing Co., Ltd. will recommend payment of a dividend of 20 cents per share for the year ending July 31 last. The profit for the year, after providing for depreciation on buildings, machinery etc., to the extent of \$12,785.58, amounts to \$8,098.07, to which is

RADIO ADVANCE.

CHEAPER APPARATUS AND NEW FEATURES.

London, Sept. 18.

A remarkable reduction in the prices of wireless sets, and a great improvement in reception and selectivity, are the main features of the National Radio Exhibition, which opened at Olympia, London, to-day.

The latest developments in receivers, from a baby portable that can be slipped in the hip pocket to a radio-gramophone twelve feet high, are exhibited.

The year is shown to have developed in Britain what has become a great national industry.—*British Wireless.*

To be added \$7,595.57 brought forward from last year's accounts making a total of \$15,993.84, of which \$8,000.00 is required for dividends, leaving \$7,993.84 to carry forward.

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VICTORIA & VANCOUVER
25th SEPTEMBER
via Shanghai and Japan

and the
Pacific Ocean

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Shrinking

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The great white
Empresses,
of the Pacific, cut
"DAYS"

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8 Days from Japan

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Unsurpassed First Class

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S.S. "PRES. TAFT"

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S.S. "PRES. FILLMORE"

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Sunday, September 20.

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GLEN LINE.

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THE TAIKOO DOCKYARD & ENGINEERING COMPANY
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CHENONORSAUX..... 13th Oct.	D'ARTAGNAN..... 13th Oct.
ATHOS II..... 27th Oct.	ANDRE LEBON..... 28th Oct.
D'ARTAGNAN..... 10th Nov.	FELIX ROUSSEL..... 11th Nov.
ANDRE LEBON..... 24th Nov.	G. METZINGER..... 25th Nov.
FELIX ROUSSEL..... 8th Dec.	SPHINX..... 9th Dec.
G. METZINGER..... 22nd Dec.	PORTHOS..... 23rd Dec.
SPHINX..... 5th Jan.	CHENONORSAUX..... 5th Jan.

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M.V. "TAMARA"	20th Nov.

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Hongkong to Genoa £57
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REGULAR TRANS-PACIFIC SERVICE

HONGKONG direct for LOS ANGELES,
SAN FRANCISCO, PORTLAND OREGON, PUGET SOUND,
SEATTLE and TACOMA.

M.S. "GRANVILLE" Sailing 28th Oct. |

Also issuing through Bills of Lading to Gulf and Atlantic Ports,
with transshipment at LOS ANGELES by first opportunity.

SOUTH BOUND

M.S. "CORNEVILLE" due Hongkong 18th sailing 17th Oct. |

Accepting cargo for SINGAPORE and JAVA PORTS.
Limited Passenger Accommodation Available.
For Freight, Passage Rates and all other information.

Please apply to:-

THORESEN & CO., LTD.

Queen's Building.

Agents.

Tel. 30237.

OBITUARY.

MEMBER OF NAVAL YARD STAFF.

Taken suddenly ill on Thursday afternoon, Mr. W. J. White of the Store Department, Royal Naval Yard, was immediately removed to the French Hospital, but died during the night. Prominent in Masonic circles, he had been a resident of the Colony for four and a half years, and had appeared in lawn bowls competitions with Craigengower Club. He was also a member of Cathay Lodge B.C. 4373. A widow and three children survive him in Plymouth, England.

The Funeral.

The funeral took place in the Protestant section of the Happy Valley Cemetery yesterday evening, the Rev. Mr. Foley officiating. A large gathering of friends attended to pay their last respects.

Among those present were Messrs. E. J. Rabbit, J. C. Lyl, H. J. S. Scull (representing the Commanding Officer), U. M. Omar, Mr. J. Nevis, H. V. Pearce, W. Ward, E. J. A. L. L. E. Lammert, M. O'Brien, F. C. Wilkins, B. A. Trotter, R. Hooper, F. Jones, J. Holidge, R. Sourbutta, W. Marsh, Mr. and Mrs. E. Hinkley, Mr. and Mrs. A. G. Ursell, Mrs. Gill and several others.

Wreaths were sent by his sorrowing family, Lai Man-pun, Cheong Shing-yeung, Chan Po, Ip Tam, H. V. Pearce, E. J. Rabbit, Mr. and Mrs. H. E. Budden and family, F. C. Wilkins, F. Bishop, Mrs. Pen and Jack, Mr. and Mrs. R. B. Hambly, Commodore A. H. Walker, M. O'Brien, Mr. and Mrs. W. J. P. Bickford, A. L. de Sousa, L. E. Lammert, J. C. Lyl, Mr. and Mrs. H. G. Annis and Nina, Mr. and Mrs. F. J. O'Neale, Agreement Employers Association, W. Ward, Civil Service Clerical Association, Officers and Staff of R. N. Armament Depot, Officers and Staff of Chief Engineers Dept. Naval Yard, Craigengower Cricket Club, Members of the H. K. branch of the Association of Admiralty Storehouse and Laboratory staffs, the W. N. officers and Brethren of 'Cathay' Lodge No. 4373 E. C. Dockyard Recreation Club, Officers and Staff of Expense Accounts Department, the M. E. Z. Officers and Companies of United Chapter R.A.M. No. 1341 E. C. Members of the Royal Naval Yard Police, Naval Yard Apprentices, Officers and Staff of Chief Construction Dept. Members of C.S.C.C. Officers and Staff of C.D. Dept., Commissioned and Warranted Officers R.N., Officers Naval Store Dept., Civil Secretary and Cashier and Staff, Superintendent Electrical Engineer and Staff, Charge-men and Chief Engineers Dept., Naval Yard, Members of D.T.O.A., N. S. Local Clerical Staff, and many others.

KOWLOON SCOUTS.

ANNIVERSARY CELEBRATION THIS WEEK-END.

On the occasion of their eleventh anniversary, the 1st Kowloon (St. Andrew's) Troop of Boy Scouts will give a short display in the grounds of St. Andrew's Church, Kowloon, to-day at 3 p.m., while on Sunday morning at 11 a.m. a Church Parade will be held which the Cubs and Girl Guides of Kowloon will attend. The preacher will be the Rev. G. T. Walgrave, the Commissioner and Inspector.

CONSIGNEES' NOTICE.

THE INDO-CHINA STEAM NAVIGATION CO., LTD.

Consignees are hereby informed that the time-chartered steamer S.S. "SANDVIKEN," which left Shanghai for Swatow, Hong Kong and Canton on 9th September, 1931, sustained serious damage to Engines, necessitating her return to Shanghai for extensive repairs. All cargo destined to the above mentioned ports is being transferred to the s.s. "DAVIKEN," which steamer leaves Shanghai on 21st September, being due to arrive here on 25th September.

It is hereby notified that, in consequence of the above, a General Average has been declared and Consignees are required to sign the usual General Average Bond and pay a Deposit of 5% before delivery can be granted. Cargo will be discharged into West Point Godowns as customary.

JARDINE, MATHESON & CO., LTD.
General Managers.

Hongkong, 19th September, 1931.

puty Camp Chief for Hongkong. At the evening service the preacher will be the Right Rev. J. Currie, D.D., Bishop in Chekiang. The Bishop has had a long experience of work in China, and can speak with authority on present conditions. A large attendance is expected at both services.

MACAO RELIEF FUND.

TOTAL SUBSCRIPTIONS RAISE SUM OF \$14,090.

A sum of \$14,090 was raised from all quarters for the relief of the victims of the Macao explosion. This money was contributed from the following sources: Liga Portuguesa, \$5,338; Club Lusitano, \$4,386; Sino-Portuguesa (Macao), \$3,796; Shanghai \$971.

The subscription list of the local fund was closed on Wednesday, and on behalf of the victims, the committee of the Liga Portuguesa tenders its sincere thanks to all subscribers. A cheque for \$5,338, was handed to the Portuguese Consul General, who was requested to forward it to the Governor of Macao. Further donations to the fund can be forwarded to the committee of the Sino-Portuguesa de Assistência, at Macao, which is under the patronage of His Excellency the Governor of Macao. The President of the Liga Portuguesa has been invited to a seat on the committee for the distribution of the money collected.

The following additional amounts are acknowledged:
Previously acknowledged \$8,280
Sir Robert Ho Tung 500
B. A. T. Ltd. 150
Chan Chee 25
Davis, Hoang and Co. 20
Sun Company 10
Mr. Lung Fat-liu 10
Mr. Leung Yau-pau 15
Mr. L. Ozerio 5
Mr. Ah Lau 5
Monsieur Rocca 2
A Friend 1
Mr. B. C. da Cunha's friends 8
Mr. F. E. C. F. 2
Mrs. R. 2
Sympathiser 2
Mrs. C. Hyndman 1
Mr. D. W. Munton 10
Mr. W. Armstrong 10

CONSIGNEES' NOTICE.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship

"CHENONORSAUX"
Arrived Hongkong on Tuesday, the 15th September, 1931.

From MARSEILLES &c.
Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf and Godown Co. Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Thursday, the 24th September, 1931, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the consignees, and the Company's Surveyors Messrs:—Goddard and Douglas at 10.00 a.m. on Monday, the 21st September, 1931.

No claims will be admitted after the goods have left the Godown. No Fire Insurance will be effected by us in any case whatever.

R. OHL, Agent.

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BARBER WILHELMSSEN LINE.

THE PREMIER ALL WATER ROUTE TO
NEW YORK and other U.S. Atlantic Ports via
Panama.

All Vessel call at SAN FRANCISCO and LOS
ANGELES en route.

Passengers desiring to travel, by this interesting
route will find the accommodation provided
well up to their expectations, and at a cost most
reasonable.

For Passenger and Freight information please apply:-

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 28021.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and
Burma, Ceylon, India, Persian Gulf, Mauritius, S. & S. Africa,
Australia, including New Zealand & Queensland Ports,
Red Sea Egypt, Constantinople, Greece, Levantine Ports,
Europe &c.

PENINSULAR & ORIENTAL FORTHRIGHTLY DIRECT ROYAL
MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
*SUDAN	6,800	19 Sept. 4 p.m.	M'les, Havre, L'don, H'burg, Rotterdam, A'werp & Hull
*KALYAN	9,000	26th Sept.	M'les, L'don, R'dm, A'werp & Hull
*MIRZAPORE	6,700	6th Oct.	Straits, Colombo & B'bay
*MANTUA	11,000	10th Oct	Marseilles, & London
*KASHMIR	9,000	24th Oct.	M'les, L'don, R'dm & A'werp
*BURDWAN	6,500	31st Oct.	M'les, Havre, L'don, H'burg, Rotterdam, A'werp & Hull
*NALDERA	16,000	7th Nov.	Bombay, M'les & L'don
*KASHGAR	9,000	21st Nov.	M'les, L'don, R'dm, A'werp & Hull

*Cargo only. †Calls Casa Blanca. ‡Calls Djibouti. °Calls Bangkok.
Frequent connections from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by Steamers
of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

*TAKADA	7,000	24th Sept. 6 a.m.	S'pore, Penang & Calcutta
*SIRDHANA	8,000	4th Oct.	S'pore, Penang & Calcutta

*Calls Rangoon. †Calls Port Swettenham.

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South)

NANKIN	7,000	2nd Oct.	Manila, Rabaul,
NELLORE	7,000	31st Oct.	Brisbane, Sydney
TANDA	7,000	2nd Dec.	and Melbourne

Regular Monthly Sailings from Hongkong to Shanghai and Japan
and Hongkong to Australia.
Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:-
The Union S.S. Co.'s Steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez.
The P. & O. French Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

CHEAP SUMMER TRIPS TO JAPAN, JUNE TO SEPTEMBER.

TILAWA	10,000	24th Sept.	Amoy, S'hai, Moji, Kobe & Yokohama
KASHMIR	8,985	25th Sept.	S'hai, Moji, Kobe & Yokohama
NELLORE	7,000	5th Oct.	S'hai, Moji, Kobe, Osaka & Yokohama
KIDDERPORE	5,300	6th Oct.	Shanghai, Moji & Kobe
SANTHA	8,000	9th Oct.	Amoy, Moji, Kobe & Osaka
NALDERA	16,000	10th Oct.	S'hai, Kobe & Yokohama
KASHGAR	9,000	17th Oct.	S'hai, Moji, Kobe & Yokohama
TALMA	10,000	23rd Oct	

CENTRAL THEATRE

FINAL SHOWINGS TO-DAY
Daily at 2.30, 5.10, 7.15 & 9.20 p.m.



TIFFANY Presents
"ALOHA"
She Shocked Them—They Mocked Her—
This wild tropical beauty who wore a grass skirt to her wedding, but couldn't accustom herself to the silks, velvets and garters—to the do's and don'ts—of her husband's world.

A Spectacular Love Epic

BEN LYON • RAQUEL TORRES
Robert Edson • Alan Hale • Thelma Todd
Directed by Albert Rogell

Special Added Attraction

THE TIFFANY CHIMPS

in
"The Little Covered Wagon"

An all-talking comedy with a cast consisting entirely of trained monkeys!
NOTHING LIKE IT EVER SHOWN BEFORE!

DON'T MISS YOUR LAST CHANCE!
Phone 25720 and be sure to get a seat!

COMMENCING TO-MORROW



WARNER OLAND—JUNE COLLYER
Lloyd Hughes, and a famous cast.

COMING SOON!

Fox Movietone Drama of Submarine Thrills

"MEN WITHOUT WOMEN"

Presented by WILLIAM FOX. Directed by JOHN FORD.
with KENNETH MACKENNA and an all-star cast.

Printed and Published for the Proprietors by FRANKLIN FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

BABY PORTABLE WIRELESS SET.

FEATURE OF RADIO EXHIBITION.

London, Sept. 18. Large crowds attended the opening day of the National Radio Exhibition at Olympia, London. The recent development of the British wireless industry has been such that the available space at Olympia has proved insufficient for all firms wishing to exhibit, and an "Overflow Exhibition" is to be held in Manchester, opening on October 7th.

The Exhibition, with five miles of stalls, is the largest of its kind in the world. Features of this year's show are the range of exhibits and the remarkable reductions in prices. Problems of power and selectivity have been so far mastered that manufacturers are giving greater attention to the external appearance of sets, both standard and portable.

A baby portable that can be carried in the pocket is one of the novelties on show.—British Wireless.

BRITAIN'S LATEST FLYINGBOAT.

EXTRAORDINARILY FINE FEAT.

London, Sept. 18. The performance of the Royal Air Force flyingboat which flew on Wednesday from Gibraltar to Plymouth in a single hop of over 1200 miles is exciting comment among aircraft experts.

The machine is a 1500-horsepower seaplane styled the "Saro Seven," and is manufactured by Messrs. Saunders and Roe. It completed a cruise to the East and back of 8,000 miles between August 15th and September 16th, with a total flying time of 90 hours, making an average speed of 92 miles an hour. It carried a crew of six, and, at anchor, a gale reaching sixty miles an hour.—British Wireless.

NAVAL PAY CUT INQUIRY.

ADMIRALS MEET IN CONFERENCE.

London, Sept. 18. There was a conference at the Admiralty to-day, attended by the Commanders-in-Chief at Home ports in connexion with the enquiry into exceptional cases of hardship resulting from the proposed cuts in naval pay, which is expected to open on Monday, and which the Admiralty are anxious to expedite.—British Wireless.

PORTUGUESE IN THE DOCK.

CHARGED WITH ARMED ROBBERY.

(Our Own Correspondent).

Shanghai, Sept. 19. Antonio Mario Rangel, aged 38, who was arrested at 5.30 p.m. on Thursday at No. 120, Nanking Road, appeared yesterday afternoon before the Portuguese Consul, Mr. Botelho, charged with alleged participation in an armed robbery.

The robbery in which he is said to have been concerned occurred at No. 62, Sinza Road on September 6. A Chinese was also involved. They are said to have stolen \$770 in money, jewellery and clothing.

Rangel was committed for trial and remanded in custody at Amoy Road Gaol.

In view of his well-known addiction to opium, the Consul issued special instructions regarding medical supervision during his detention.

INDIAN MILITARY COLLEGE.

"SANDHURST" REPORT ISSUED.

London, Sept. 18. The Report of the "Indian Sandhurst" Committee set up by the Government of India under the chairmanship of the Commander-in-Chief in India is issued.

The Report puts forward detailed proposals for the organisation of a Military College which is to train Indian candidates for commissions in the Indian Army. The Committee proposes that when the new college is started, Indian candidates should no longer be trained at Sandhurst or Woolwich but that candidates for the Indian Air Force should continue to go to Cranwell for the present.—British Wireless.

DOLLAR LINE'S LATEST.

"HOOVER" REACHES SHANGHAI.

(Our Own Correspondent).

Shanghai, Sept. 19. It is estimated that 5,000 Shanghai residents visited the new Dollar liner President Hoover when she arrived here yesterday afternoon.

She docked at the China Merchants Wharf. Tickets were issued, but there was no official reception. The soda fountain is most popular.

RECENT ARMED ROBBERIES.

POLICE MAKE BATCH OF ARRESTS.

Several arrests have been made by the police during the past few days in connexion with a number of armed robberies committed on the mainland at various times.

Five persons have been apprehended and charged in connexion with the theft of property valued at \$355 from the residence of Mr. and Mrs. Kotabe of 587, Nathan Road. Three men are accused of having stolen the goods after having bound and gagged Mrs. Kotabe and her children, while a woman and a youth are charged with receiving part of the property of which \$250 worth has been recovered.

Chan Yau, of 2, East Street, Quarry Bay, has been arrested and charged with being concerned in an armed robbery at 95, Argyle Street, third floor, on August 10, when the haul consisted of valuables amounting to \$150. The entire property is reported to have been recovered. A second man has been arrested for having allegedly receiving the property.

In connexion with an armed robbery committed at 46, Argyle Street on June 8 last, Cheung Yuk, aged 32, of 9, East Street, has been taken into custody and charged with complicity.

Paying a visit to 164, Temple Street the police arrested Ng Kuu, aged 32, on a charge of being concerned in an armed robbery committed at 573, Shanghai Street on August 27.

THE ROUND TABLE CONFERENCE.

FINAL DISCUSSION ON ONE POINT.

London, Sept. 18.

The Federal Structure Committee of the India Round Table Conference to-day concluded its discussions on direct and indirect methods of election to the proposed Federal legislature, and adjourned until Monday, when it will discuss the relation to be established between the two Chambers of the Legislature.—British Wireless.

NEW YORK RADIO MYSTERY.

OUTLAW STATION AND SOVIET.

New York, Sept. 18. Mysterious radio messages which have been intercepted by the New York Police have proved the existence, somewhere in the city, of an outlaw wireless station, which has been communicating with Russia.

QUEEN'S THEATRE

Final Showings To-day At 2.30, 5.10, 7.15 & 9.20



TO-MORROW

ROBERT

MONTGOMERY

in his first starring picture

SHIPMATES

A Metro-Goldwyn-Mayer picture

AT THE STAR FINAL SHOWINGS TO-DAY At 2.30, 5.10, 7.15 & 9.20

GUS VAN JOE SCHENCK

in "They Learned About Women"

PRINCE'S THEATRE

SHOWING TO-DAY
(ending on 19th)

at 2.30, 7.15 & 9.15—Special matinee at 5.15 on Saturday & Sunday

Added Attraction

1. "They go Boom"
2. Fox Movietone News.



The picture ends with a dramatic climax in which sensational battles with the "Tigers of the Sea" and an astounding denouement figure, Ramon Navarro wins the girl and conquers his enemy.

Next Change

Commencing September 20th, M.G.M. Picture
"SO THIS IS COLLEGE"

For the Best
LOCAL VIEWS

and
PORTRAIT PHOTOGRAPHS

Go To
MEE CHEUNG

Studio, Ice House Street, 2nd Floor, Tel. 25313

ALWAYS COMFORTABLY COOL

SHOWING TO-DAY At 2.30, 5.10, 7.15 & 9.20 p.m.

KING'S

BOOKING AT THE THEATRE Telephone No. 25313.



BODY AND SOUL

FOX PICTURE

with
CHARLES FARRELL
ELISSA LANDI